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HILL VIEW
DEAN HILL ROAD
WILLAND
CULLOMPTON
EX15 2PG

Acc

Planning Application Objections for Dean Hill Road

The following objections represent the inhabitants of all 11 dwellings on the first section of Dean Hill Road, leading up to the first railway bridge. 9 of the 11 dwellings were represented in a recent neighbours meeting to discuss the Councils proposals to develop on the two paddocks adjoining and opposite our properties. Together we discussed proposals and formulated our objections to be presented at the Council meeting on Friday 7th March 2014. A spokesperson was nominated to represent these views.

Residents present at meeting: *Alan and Diane*, *Mat and Beth Collier*, *Dave and Debbie Maynard*, *Nick and Peta Jackman*, *Steve*, *Eleanor*, *John*, *Eric Humbles*, *Keith Troake*

NB: there are 11 dwellings along this stretch of Dean Hill Road. We had representation from 9 of these houses on Wednesday evening - the tenth resident is over 100 years old and the 11th resident was away on holiday and has written his own letter outlining his objections. He is happy to have his name put alongside ours (Tony Bubbear).

Mr Chairman, I would like to represent the views of the residents of Dean Hill Road. I will outline the 9 main objections that we have come up with as a group but I believe there are others that have been raised by individuals who are unable to be present here tonight as well as supporting letters by ourselves for your perusal at a later stage.

Planning Application Objections

- 1.0 Building 54 houses in this area would create a separate satellite settlement outside of the existing village boundary - not considered as 'in-fill' but rather would be building on existing agricultural land that is currently in use.
 - 1.01 This would be a significant step towards linking the two communities of Willand and Cullompton. The other sites proposed do not have these issues.
- 2.0 Services - there is currently no gas supply, drainage or sewerage in Dean Hill Road. The 11 dwellings already present have private

drainage and sewerage (and use private oil tanks, electricity or gas bottles), and in the main these houses were built before the '1948 *Town and Country Planning Act*. The remainder were infill of the existing properties.

2.01 There is not the infrastructure in this area to support 54 more dwellings. Drainage and Sewerage in particular would be a concern due to there not being a viable link into mains.

3.0 Development of this size would undoubtedly increase use of Dean Hill Road/Lloyd Maunder Road. There is planning in place for social housing near Two Sisters Factory and this in turn will put more pressure on the lane. Building another 54 houses on Dean Hill field, would result in Dean Hill Road becoming a cut through to Tiverton.

3.01 Dean Hill Road is not designed to carry the volume of traffic that 54 more houses, plus another 41 from the proposed Lloyd Maunders Development (totalling 95 dwellings) would create.

3.02 There are weight restrictions, two narrow railway bridges, tight bends and limited passing places.

3.03 Even if traffic was intended to use the main road through Willand, vehicles heading towards Tiverton, and vice versa, would use the lane from Lloyd Maunders development to Cullompton and the M5. This is already a well used lane in both directions.

Other Issues:

4.0 Unstable railway embankment - work has recently been undertaken to support the bank and improve the lines. A development of this size would mean that a significant amount of work would need to be done to strengthen the bank and make it suitable for building.

5.0 Loss of agricultural land - this land is designated for agricultural use and is currently being farmed as a small holding.

6.0 Sustainability - in building an estate of this size, it is known that developers need to provide certain facilities (i.e. shop, playing

field). It is not a large plot of land and would struggle to provide these services. Alternatives are not in the immediate local vicinity because there is no other development.

- 7.0 Spoil from the M5 construction was used to build up the road and area of the suggested development; is the land suitable for construction? Is it stable?
- 8.0 Junction from main road - it has been brought to our attention by the local police that it would be an interesting choice of junction to increase traffic flow into. Dean Hill Road is, as you know, at the top of the hill in a 40 mph zone and traffic turning left into DHR is often too speedy at their approach. In developing this end of the road would increase the amount of traffic build up/speed issues coming in off the main road from Cullompton undoubtedly causing potential accidents
- 9.0 Quality of life - one has to ask the question whether this is the best plot for building a new estate (sandwiched between the railway line and the motorway). The other proposed sites, whilst having motorway noise, as does all of Willand, would not have the two issues.

Final Note

Any thoughts to develop the two paddocks in Dean Hill Road should be thrown out due to highways, services and noise pollution.

(Minutes typed by Beth Collier - 06.03.14

Updated - 07.03.14)

I would like to add that I consider the density of the proposed housing is too crowded. Willand is a village - not a town.

Another point I would like to raise - why do we need more industrial estates in the area? The estates we already have are not fully utilized. It is a waste of good agricultural land. Devon is not an industrial area it is primarily agricultural and this should be an important consideration