

Forsythia Cottage,
Leonard Moor Cross,
Uffculme,
Devon.
EX15 3EX
22nd March 2014



Local Plan Review,
Mr Peter Williams,
Forward Planning Department,
Mid Devon District Council,
Phoenix House,
Phoenix Lane,
Tiverton.
Devon.
EX16 6PP

Dear Mr Williams,

Ref: Local Plan Review.

The options consultation paper asks people if they would prefer Option 1, Towns, or Option2, A New Community? It has been omitted from the paper, that the first option includes development at Junction 27. Why has the happened? I like others, find this very misleading, therefore, Junction 27 should not be included in that option. We are then asked if a new community is preferred, should this be at Option2a, land at Junction 27 and adjoining Willand or Option2b, east Cullompton, Junction 28. Why has Junction 27 appeared twice? Perhaps this is to appease Councillor Hare-Scott and one or two district councillors, who push for development here at every opportunity?

A retail impact assessment for 2014 should have been carried out by Mid Devon; this shows the effect on the neighbouring towns of Cullompton, Tiverton and Crediton, together with nearby cities, if development goes ahead at Junction 27. I do not refer to the last one completed by GVA in 2012. This new report should have been published for everyone to read before the review period started and certainly prior to it ending. This has not happened therefore, Junction 27 should not be included in the Local Plan. It would waste a lot of taxpayer's money if it is pursued and can Mid Devon District Council justify this action in a time of economic recession?

Do not assume that all landowners here want to sell their land, because the developers are telling you so. Ken Bass and David Parish have written to you stating they are not prepared to sell their

land. Michael Bass is not selling and others are undecided as their businesses are at risk. Malcolm Dudley-Williams has received a solicitor's letter stating another land owner does not want anything to do with development. It is wrong to assume that if you do not hear from people, then they are for it. It is like assuming everyone wants to be included in organ donation, unless they opt out. This certainly is not the case. Do not be fooled into the hands of Malcolm Dudley-Williams and David Disney, as their only motive is just greed. The later told some friends of mine that this is his retirement fund, then he's moving away. What an appalling attitude! That shows the real concern for British farming, local people and existing businesses.

People are being led to believe that development at Junction 27 and housing towards Willand should be considered as two separate issues. You could believe this is so, until you look at the original application, only to find it is classed as one. The written information I have does show that all land between here and Willand is being targeted. I am told that if development at Junction 27 goes ahead, it will start in 2016. After that it will just be an expansion to Willand and the village as we know it, will cease to exist.

Let us remember that any development at Junction 27 would include land at Waterloo Cross, Leonard Moor and Leonard Moor Cross. As the name implies, it is a moor composed of Culm grassland and woodland, with rush pastures. Culm grassland grows over clay soil, is poorly drained, so it is wet in most places. Although we have only had one day of rainfall in the last two weeks, the fields are still wet to walk on. Surface water flows down from the fields by Broadpath landfill and into dykes that enter the land surrounded by the A38, B3181 and the C107. Flooding frequently occurs in fields both sides of the C107. Culm grassland acts to hold back flood water from other areas, whilst woodland helps with the surface water run-off and, near a river, helps to stop the pollution of the water. There are various types of trees, including ancient oaks of up to 250 year old, not just in the woodland, but throughout this Greenfield area. One farmer has stewardship of the land and has provided layered oak hedging. Throughout this land, the hedges contain many English species. These habitats are noted for their biodiversity; deer can often be seen, snipe and curlew have been found here, T flowers of the willow herb family, rosebay, ragged robin and red campion has been found on the moor. Now we are to be persuaded that here, at this Greenfield site, it should be destroyed and replaced by a commercial, retail, housing and industrial development. There is no business plan; we read in the Gazette of the latest fantastic idea that could be included and that seems to change from week to week. There are plans for retirement housing next to a noisy water park. When I was at a presentation by Mountstephen Advisors, I heard there would be parking for 4,500 vehicles and they would enter and leave by the A38. They weren't sure if the A38 would need to be widened and no thought had been given to the B3181. In an emergency, traffic would enter and leave via the C107, onto the B3181 crossroads. This is where traffic goes to/from Uffculme School twice a day. Now they expect to add another extra 4,500 vehicles to the volume of this already very busy road. Emergencies on the M5 motorway mean it is frequently closed and traffic has to be diverted onto the B3181. The C107 from the motorway direction has been closed for years, due to the many accidents and fatalities that have happened at the crossroads.

My only preferred option is Option 2b. Gordon Guest, mayor of Cullompton, has stated publicly that Cullompton wants the development for the town. Devon County Council have said that, when

development goes ahead, they will ensure the necessary infrastructure will be in place beforehand. Cullompton desperately needs this input to grow as a real Devon market town. The expansion to the existing Kingsmill site at M5/J28 will offer more employment. There is no reason why a food park cannot be added to development here, so proving a home to the excellent existing Cullompton farmer's market. There are positive moves towards a Cullompton bus and railway station. A new railway stop has just been announced at Marsh Barton, so there is no reason why Cullompton, with everyone's support, should not have the same. The Highways Agency say there can only be money available for one area not two, so this is far more important for market town of Cullompton at Junction 28, rather than the rural area of Junction 27. Employment opportunities are being created with the new Skypark and Science Park at Junction 29, only the next motorway junction down from Cullompton. The commitment by Ikea to build near Exeter Chief's Rugby Club, just by the motorway, will guarantee more jobs being created. On the other side of Cullompton, there are business parks like Willand Ethmar, Willand Industrial and Langlands waiting to be filled with companies to provide employment. As you travel along the B3181 you can see that Hitchcock's Farm is now advertising opportunities for industrial and warehouse companies, so providing future employment. As permission for industry has been granted here, it is unnecessary to have it brought in via the back door by David Disney of Jersey Farm at Junction 27.

The Gateway to Devon is how Junction 27 has always been described. This is the main shop window for Devon. Tourists come to this area for the green fields, beautiful landscape, peace, tranquillity and the fulfilment of being able to get away from it all. All are sound reasons for taking a holiday in Devon. We also have the added bonus of wonderful Grade 1 and 2 listed buildings near Junction 27. First impressions count, do tourists leaving Somerset want to see the 'Welcome to Devon' sign followed by huge industrial sheds and the impact of grotesque buildings, which will have a detrimental effect to the landscape at Junction 27? This isn't going to complement the area. Do we really need Hugo Boss here? If people want designer outlets, they travel to Swindon or Chester, not Leonard Moor Cross. This mismatch of commercial, retail, leisure, housing and industry here will cause endless traffic chaos. Heavy goods traffic has increased along the M5/A38 with the Aggregate Industries' bagging plant/concrete blockworks and will further increase by David Disney being granted planning permission for the crushing and screening of inert waste to produce recycled aggregate and soils at Jersey Farm.

I read Peter Hare-Scott's comments in the Gazette on the 10th December, 2013, that the right balance is needed without detracting from the enjoyment we all have by living in the beautiful environment that is Mid Devon. Let us keep it that way.

Yours sincerely,