

Notes relating to MDDC Local Plan Review 2013-33

Firstly, my wife and I moved to Kentisbeare from suburban Bristol in 1990, nearly 29 years ago. The intention was to find a village (With Church, PO & Pub) but with good communications. Kentisbeare met this criteria. So 29 years down the line 'sprawling suburbia' is being thrust upon us by MDDC. This is what we had escaped in Bristol. One of the attractions was leaving the motorway at Jnt 28 and within 2 minutes one was in open green fields overlooked by the Blackdown Hills. So with all this possibly to change needless to say, we are not impressed.

Secondly I fully appreciate that more housing is required 'but not on this scale' and also it's in the wrong place.

My comments on the sections that cause me concern are as follows:

Policy CU7

b) 28% Affordable housing. Very commendable but at Cranbrook, which does not have a great record, this was taken up by local authorities from up country to re-locate people.

3.97 I take issue with the wording used 'While the loss of Greenfield land is regrettable' That is a massive understatement. There is also a reference to 'No significant areas of floodplain' I totally disagree. **See Photos 0928 & 002.**

3.98 This refers to the limited capacity at Jnt 28 of the motorway. This again is a massive understatement. Junction 28 is totally inadequate at the moment. Just consider what it would be like with a lot more housing on the Honiton Rd.

3.99 However, the provision of highways infrastructure is fundamental to the delivery of this scheme. You bet it is! The A 373 is an appalling A road and in all truth should be downgraded to a 'B' road. That is why there are signs on the M5 instructing HGV's going east to use Jnt 29 and then take A 30. Most HGV's ignore this. The A 373 gets very narrow and steep at Hembury Fort, 5 miles short of Honiton. When 2 HGV's meet here coming from opposite directions, which is very often, one of them has to back up causing huge inconvenience and delays to all the traffic. FYI, East Devon District Council is soon moving its HQ from Sidmouth to Honiton which will in turn create more commuting traffic. **See Photos 6237 & 6245** . In the first photo one can how much the HGV has come over the central white line. In the second one, an HGV is passing a white van. There is little space between them. I measured the width of the road by the road sign in the foreground. It was 15ft 8 ". I understand that vehicles on UK road should not be wider than 8ft 3". So that is why when 2 x HGV's meet at this point, one has to reverse. The A 373 is not an A road. It's a B road.

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Also consider that if any building goes ahead, there will inevitably be traffic control with lights probably at all times. This will cause chaos and local people will take to the nearby lanes to try to avoid these delays. i.e. 'Rat Runs' This in turn will cause many accidents on the narrow lanes. It's a disaster waiting to happen. If any building takes place, the planned 'new' road to Cullompton needs to be in place and Jct 28 upgraded to a 'full' Junction like # 27 before work starts.

Policy CU8

- a) The traffic lights at Jnt 28 installed at this junction 3 years ago have created more problems than they solved.
- b) Highway improvements are impossible between motorway and Mole Valley Farmers owing to existing housing.
- c) Network Rail have informed me that they can advise that currently, there are no plans or development in scope to re-open the station at Cullompton.
- f) Regarding cycling links. There is no space between MVF and Jnt 28

3.102 There is reference to a 'well functioning road network'. Huge improvements would be needed to upgrade A 373 from Jnt 28. This would probably involve demolishing existing houses in the Mole Valley Farmers area.

Policy CU9

- g) There is a reference to protect the setting of the Blackdown Hills (AONB) . Any major development will be very visible from Blackborough. The village is 765 ft above sea level. Cullompton is 231 ft above sea level. A difference of 544 ft.

3.108 The development of this site will have an impact on the character of this area. Another major understatement. **See Images 6218 and 6219.** 6218 taken from Blackborough Village shows Cullompton in the background. The green fields and hedges in the middle would become part of 'The Cullompton East Development' 6219 shows Willand in the background, Saint Hill in the foreground and Kentisbeare in the middle. The green fields to the left and beyond Kentisbeare would be swallowed up as well.

Policy CU10

- d) There is a reference to new primary schools and expansion of secondary education facilities in the local area. I understand that schools are struggling to retain and recruit teachers in the South West. **BUT** there is no reference to more Doctor's surgeries. A local medical source has advised me that the 2 existing surgeries should be able to accommodate the potential residents of Cullompton NW extension but no more. They also state that the RD & E in Exeter is at 99% capacity.

Policy CU11

3.112 Nobody mentions the vast amount of carbon emissions that would take place during building that would last for many years.