

**Representations to East Devon Local Plan Regulation 19 Consultation from Mr. Steven R. Cole**  
**Resident at [REDACTED]**

Section 5 – Development in the Towns and Villages

Q3 Do you consider that this part of the Development in the Towns and Villages chapter is sound?

**NO**

Q3(b) If no, please give details of why you consider this part of the Development in the Towns and Villages chapter is not sound. Please be as precise as possible.

- Exmo\_20 (a)&(b) would increase the need for car travel, **contrary to Figure 7**-the energy hierarchy and increase traffic congestion, **in conflict with Paragraph 11.2**. The isolated location provides unsustainable development as residents would need to travel much further than 800m to existing key services and facilities, contrary to Paragraph 11.6. It is too far and too steep from any town centre to use walking or cycling as their choice of transport. **This is contrary to Policy TR01**.

Policy SD01 Exmo\_20(a)&(b) does not take into account existing households in the area adjacent to this proposed development site where the volume of vehicle travel has significantly increased over time and is the already the preferred and necessary method of transport to Exmouth and other locations in the area compared to public transport, which can be hit and miss with buses at times not running to published timetable.

- The proposal Exmo\_20(b) assumes access to the new development from Southern Wood, currently a close serving twelve houses. The developer proposes to extend the road into the field beyond to access the 100+ new homes at the expense of destroying established woodland. **In conflict with Paragraph 11.2 as this will not reduce traffic congestion**.

The affected area in question already contains the following number of homes:

Ashfield Close	30	Southern Wood	12
Fir Close	7	Sycamore Close	21
Hawthorne Grove	71	The Copse	17
Meadowview Road	89	Woodfield Close	48
Pine View Close	8		
<b>TOTAL EXISTING PROPERTIES = 303</b>			

- Residents in these nine roads with three hundred and three properties only have two points of restricted entry/exit to Dinan Way, both on Meadowview Road. In the near fourteen years I have lived in The Copse there has been a large increase in Dinan Way traffic and within the estate. Many homes now have two cars or works vehicles such as vans. Together with the substantial rise in home deliveries it can become a real problem with access to all roads feeding off Meadowview Road.

To illustrate the point a number of photos below help show the restricted movement available, particularly approaches to and the T junction of Meadowview and Southern Wood. It should be emphasised this is not just a night-time problem; weekends can often be a challenge to negotiate either entrance from Dinan Way along Meadowview Road safely in a vehicle.



Southern Wood towards The Copse on Meadowview Road



Southern Wood and junction of Meadowview Road towards Woodfield Close



Southern Wood T junction with Meadowview Road



Southern Wood T junction with Meadowview Road



Southern Wood from T junction with Meadowview Road



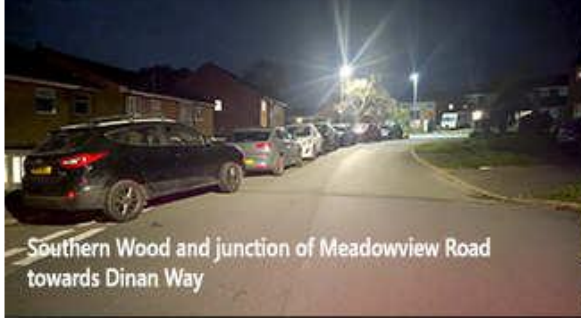
Southern Wood and junction of Meadowview Road towards The Copse



The Copse



Hawthorne Grove and junction of Meadowview Road



Southern Wood and junction of Meadowview Road towards Dinan Way



Hawthorne Grove and junction of Meadowview Road towards Woodfield Close



T junction Meadowview Road towards Woodfield Close



T junction Meadowview Road towards Woodfield Close



T junction Meadowview Road & Woodfield Close



Southern Wood T junction with Meadowview Road towards The Copse



Southern Wood T junction with Meadowview Road towards Woodfield Close



Southern Wood and junction of Meadowview Road towards The Copse



Meadowview Road and T junction with The Copse



The Copse



The Copse

- The additional traffic arising from the building phase, subsequent residential, delivery and service vehicles accessing the restricted Southern Wood T junction with Meadowview Road via the only two Dinan Way entry/exit points can only raise the risk of an accident due to the already congested parking within this estate. **In conflict with Paragraph 11.2 as this can only increase traffic congestion and safety.**
- Currently there is no safe pedestrian crossing of the busy Dinan Way at Meadowview Road western entry/exit point. It is already a real problem crossing Dinan Way to catch the bus to Exeter or walk over to St. Johns Road/Parkside Drive. Often there are so many vehicles and with no pedestrian lights or traffic bollards, it makes safe crossing on foot very difficult. This can only get worse when the A376 link road to Dinan Way is opened up and the rest of Goodmores development is completed. **In conflict with Paragraph 11.2.**
- Development of Exmo\_20 on heavy clay subsoil with ineffective soakaways would exacerbate the already identified downstream flood risk along Withycombe Brook through Exmouth, which is already under additional pressure from climate change. **This is in conflict with Policy AR01B.**

Q3(c) Please set out the modification(s) you consider necessary to make this part of the Development in the Towns and Villages chapter sound, in respect of any matters you have identified above. You will need to say why each modification will make this part of the Development in the Towns and Villages chapter sound. It will be helpful if you are able to put forward your suggested revised wording for the relevant policy or paragraph. Please be as precise as possible.

**To alleviate the impact of proposed new development traffic on Meadowview Road and all feeder closes, re-route all Exmo\_20(a)&(b) via the Liverton Business Park and or onto the B3179 around the Archery/sports field and not via Southern Wood.**