

These comments arrived too late to be included with our Town Council Group's comments, sent by Cllr Eileen Wragg, on behalf of Cllr Steve Gazzard, our Group Leader yesterday.

Comments on two aspects of EDDC's Draft Local Plan (LDF) From Exmouth Town Councillor for Halsdon Ward, Tim Dumper (Lib Dem)

Chapter 10 Exmouth Goodmore's Farm site

As a Halsdon Councillor, the Goodmore's Farm site is not in the ward, but its development will have a clear impact on such areas as the Byron Way estate, plus the top of Hulham Road. This area of Halsdon ward is currently provided with virtually nothing in the way of services. Draft Strategy 17 suggests that the Goodmore's site should have employment and community infrastructure, in addition to 350 housing units. I agree with this general concept, but it should be borne in mind that we are playing catch-up, trying to make good a deficit of this type of infrastructure. A crossing must be provided in that part of Dinan Way.

Apart from the crossing, which Byron Way residents need to get to infrastructure on the north side, we also will need a new primary school there, which will be advantageous for Bystock etc children, to take pressure off Brixington and Bassett's Farm places (already operating at at least full capacity), plus some local health facilities. Byron Way residents point out they have no shops nearer than Pines Road, and those from the top of Hulham Road and top of Mount Pleasant have nothing nearer than Rivermead PO, so shops would be needed on Goodmore's, in addition to other community facilities (pub, hall, church?) The 97 bus, or similar, should be extended from Byron Way, and will almost certainly need a half hourly service at least during the daytime (currently on a Sunday and in the evening Byron Way is served by the 357 Budleigh bus running through the Town Centre).

Chapter 17 Climate Change

There are some good suggestions as to how to lower carbon emissions in the Draft Plan. It is a pity that this chapter is restricted to carbon reduction and its effect on climate change and associated national targets, whereas the wider environmental issue of reducing physical resource use generally is not addressed.

The introduction makes clear that road transport and domestic emissions are our main carbon dioxide emitters in ED. Efforts to electrify need to be supported in these areas, which will cut fossil fuel use as more renewable electricity becomes available. We need radical thinking in the road transport area especially. We have a system of small roads across ED, including in Exmouth, and need to think about how we reduce the size of goods vehicles across the District. An aim of using Cranbrook / West End to host a transfer depot both for road and rail borne goods from outside (and outwards for goods being produced in the District.) Electrically powered vehicles should be used when / where available. Lighter vehicles should cut amounts of road maintenance, and hopefully congestion. Consideration should be built in to how we can make better use of local rail facilities, enhanced where necessary, to take the load of some freight right to the producers / end users.

17.2 minimises the ability to convert existing domestic buildings to better insulation etc. This area provides immense opportunities for carbon reduction,

and EDDC should again make efforts under Localism legislation to coordinate and maximise available funding so that people are best able to take advantage of it, and so speed up emission reduction.

Measures are mentioned (such as 17.21, locating new development close to public transport) which will be very useful in this respect. EDDC should bear in mind the need for ongoing liaison with the Government, pushing for new laws / orders where needed, and with the County Council, Environment Agency where necessary. In this regard it should be specially noted that Highways are poor at liaising and commenting on new development. EDDC should push them harder in this respect.

Tim Dumper Jan 31st 2012