

Comments on East Devon Local Plan Draft 2020-2040

1. The documents are bland, difficult to follow and use a highly bureaucratic formulae making it very difficult for ordinary folk to review - an index to find references to specific villages would be helpful.
2. No mention is made of better use of existing housing.
 - a. For example encouraging downsizing and encouraging the conversion of large house to multi occupancy.
 - b. Since the pandemic more and more existing houses have been sold to people from outside Devon reducing housing stock for locals
 - c. Recently more houses seem, from observation, to being bought as second homes or holiday lets – this could be discouraged by increase tax on second homes (defined as homes lived in for less than say 9 months a year to stop flipping of main residence)
3. Otterton
 - a. The documents refer to 3 priorities – one of which is A Greener East Devon
 - i. what are the measures to replace the loss of green space in Otterton should the sites identified by approved? The climate crisis needs to be foremost in informing the plan.
 - ii. Will existing trees and hedges be preserved as part of the planning permissions?
 - iii. The sustainability report (page 498) states that all the sites have the potential to deal with extreme storms. However, all of the properties along the main road (Fore Street and Ottery Road) are subject to flooding. Any increase in hard surfaces will increase flooding further into the village.
 - iv. The sustainability report identifies Otterton as having an hourly bus service. I would point out that before the pandemic the bus company wanted to stop this service. The village won a reprieve but the press has identified an issue that bus companies cannot continue to run unprofitable routes. Will EDDC ensure the service continues in order for Otterton to be sustainable for the selected sites?
 - b. The village already has acute traffic issues in the summer when 3000 people descend on Ladram Bay. Grid lock often occurs with the frequent delivery of new/old lodges for the holiday park. Parking wars are occurring as visitors vie for parking with residents. There is no footway along most of the main road. In order to make the village safe for further development a dedicated footway should be constructed. Parking for visitors should be provided west of the village, with restrictions within the village.
 - c. Most of the roads away from the main road (Fore Street and Ottery Road) are single track. How can access to these proposed properties be achieved to any safe highway standard?
 - d. Site LP-Otto-01 is relatively big yet it is only selected for 10 houses –the draft local plan (supported by the Otterton Neighbourhood Plan) has identified the need for smaller houses, starter homes and downsizing accommodation. Surely only part of this site is needed.
 - e. Site LP-Otto-03a – this site is on a very steep slope. How can the material from the excavation be taken away with no reasonable access, an adjacent children’s playground and a care home opposite? There is little if any room for improving the single lane access.
 - f. Site LP-Otto-4 is disused, the buildings falling down and only ever used for agricultural storage. There has been an inappropriate planning application for a MoT centre. As the adjacent land has already been built on for houses this would be the most appropriate site for new development provided flooding issue can be addressed.

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