

EAST DEVON LOCAL PLAN

WHIMPLE

Dear Sir,

I am a long term inhabitant of Whimple.

I would like to address some of your proposed sites for building new homes in Whimple.

Over all I think an expansion of up to 10% of the existing population is acceptable, more than this and you will change the nature of the village.

I lived through the closure of the Whiteway's Cider factory and the building of the Bovis homes on the former factory site.

It has taken time for the village to absorb the new development and the nature of the village has changed as a result. This is inevitable and though the village has changed, that is a positive as we don't live in a time warp.

However any expansion should be phased over time, to allow the village to expand up to 10% of the current population, to let change happen organically.

The Sites Proposed

The Old Cricket Ground

I am sorry to see this site being developed as I understood it was to remain an open area of greenery in the village.

However, it does make sense to build here if we accept the need for 10% growth.

The old tree in the middle of the Old Cricket pitch is unique in that it is mentioned in WISDEN (The cricket Almanack) and should be preserved as of historic importance.

I would like to see a walking track/cycle running down the left hand side of the field and joining with the existing tracks at the edge of the Bovis estate.

This area would be suitable for similar houses already in this part of the village.

HOUSES BEHIND BRAMLEY CLOSE

I agree that part of this site could be developed.

Using the existing, as yet unused entrance from Bramley Close to the field beyond.

I would confine the development area to the right of the existing gate and behind the pub down towards the Cobden road. (Railway line).

This would preserve the feel of the village by not developing right up to Church Road, where you enter the village.

I like the idea that part of the orchard will remain.

I would like to see footpaths /cycle ways created so that people can walk to the village square and also make circular walks around the village.

I think a relief road should be created from Bramley Close/Church road linking in with Cobden Lane/the railway line, which would give an alternative car route away from the village square.

THE FIELD BEHIND THE STATION LINKING INTO GROVE ROAD

I would like this area to be considered as I can see planning gain for the railway.

I would like to see a large station car park established (as at Cranbrook) opposite the existing railway station. The opportunity should be left for the railway to go back to being double tracked here and a potential new railway platform (By the car park) which could accommodate a full set of carriages to embark/disembark, unlike the existing platform. We need to plan ahead to allow Railway expansion of this track.

I would like a new school to be built here to take the increased population. (This area was allocated as a new school site years ago). The existing school could be used for housing/and /or expansion of a new village hall.

The housing on this site should be affordable homes for local people.

I would like new pedestrian/cycle paths linking Grove road to the station.

A wish would be to create a road bridge link from Station road to Grove road or a new level crossing on the East of the station.

LAND BEHIND WOODHAYES LINKING TO GROVE ROAD

I would like a new relief road connecting Church Road/Woodhayes Lane with Grove Road.(Station road)

Development along a new road but on the near fringe of the existing settlement would be acceptable.

This would potentially remove traffic through the square and church in the centre of the village. The road costs could be offset against the profits of changing agricultural land into housing.

GAINS FOR THE VILLAGE OF WHIMPLE.

To allow any new housing in Whimple, the issue of traffic and pedestrian/cycle access must be addressed.

As I have already stated, any new development must benefit the existing village.

I have identified two new roads, one connecting Bramley Gardens/Church road to Cobden Lane and one linking Station road to Woodhayes lane/Church road.

This will take traffic out of the village centre, which is unsuitable for the traffic before any expansion.

However, the problem of the access road from the London Road to the village via Church road has to be dealt with.

Church road needs now with the existing population a proper pedestrian/cycle access, and the road needs widening and improving.

Any expansion of the village must deal with Church Road before any development starts.

THE SCHOOL

We need a modern, fit for purpose school.

The site off Grove Road would be a good choice.

THE DOCTORS

Any expansion of the village must take into account the provision of services such as the increased provision of Doctors etc

LONG TERM PROVISION FOR AN AGING POPULATION

Some thought should be given to long term care for an ageing population and this should be in your planning.

We are going to have 20 years plus of Baby boomers getting old, and they will be an increasing percentage of the East Devon population.

LOCAL EMPLOYMENT

In other areas (Teign Valley) small local industrial sites have been set up outside the main villages which cater for local small businesses.

We have a nascent Industrial area around the Garage at Hand and Pen.

This could be expanded on, using the London road for access.

Also we have an existing mini Industrial Park on the Old A30 running up the hill behind Whimple.

This area could be expanded connecting to the new A30 at Daisy Mount.

I emphasise, this should be for SME businesses.

EAST DEVON IN GENERAL

SOLAR PANELS/Environmental friendly.

As a move towards any new development, all new builds should be at an EPC of B or above.

Solar panels should be incorporated in the design.(this could change as new technologies emerge).

All industrial / agricultural buildings where appropriate should have solar panels fitted on all new builds and retro fitted on existing buildings.

To encourage this, a new Solar charge should be levied on any building that could take solar panels but doesn't . A slow introduction of a charge should allow owners to adjust.

Year 1 no charge

Year 2 15%

Year 3 30%

Year 4 50%

Year 5 100% of the Solar charge payable.

The Charge should be set by the local authority and payable to the local authority.

All Solar compliant buildings would be exempt from the charge.

LIMIT SIZE OF VEHICLES (TRACTORS)

Rural roads should set limits on the size of vehicles using rural lanes.

The new tractors are too big for the lanes and are knocking big chunks out of the sides of the banks, bring mud onto the roads and destroying the verges.

Use of tractors as lorries

This should be banded.

Tractors should not be allowed to be used as lorries ie Earth moving trucks attached to tractors used instead of lorries/trucks etc

Speed limits on rural roads should be reduced to a maximum of 40MPH /30mph?

Passing places should be created on rural roads.

In areas of walking importance , small local lay byes/car parks should be created as they have been recently built on Woodbury Common. This would be good for tourism as well as local use. Some areas of significant views could be opened up at the same time.

WOODLANDS/Wetlands

East Devon should encourage the replanting of native woodlands on redundant/farm land of low quality.

Wetlands should be encouraged in all areas of East Devon. This does not have to be on a large scale like Budleigh Salterton, but small ponds in fields and open land.

Forestry in East Devon should be encouraged to add wet lands within their forests, and the replacement of non native woods to be replanted with native species.

Erosion of Footpaths EAST HILL Otter Valley.

East Devon should take action to stop the increased erosion of the green lanes which come off East Hill.

This could be done by putting in wooden barriers to slow the rainwater pouring down the gullies which is ending up in flooding the river Otter as well as digging big gullies into the hillside.

Please contact me at

[REDACTED]
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if you want any further information,

yours sincerely
Christopher Wright