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Ray and Jane Kemp  
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11<sup>th</sup> January 2023

To:  
The Planning Department,  
East Devon District Council,  
Blackdown House,  
Border Road,  
Heathpark Industrial Estate,  
Honiton,  
EX14 1EJ

**Response with regards the East Devon Local Plan**

- **East Devon Local Plan 2020-2040 Preferred Options Reg. 18 consultation draft, November 2022**
- **East Devon Local Plan 2020-2040 Preferred Options consultation draft Sustainability Appraisal report, November 2022**

We would like to make a response with regards the above and certain items within these documents.

If this goes ahead it creates a new town or village. Depending on what option is agreed out of the options on the table, we could see ourselves here at Westbarn and most of our neighbours totally engulfed within a development of several thousand houses. Not something we ever thought was going to happen when we originally moved here.

That statement will initially appear as a *"not in my back yard"* comment, and we suppose there is a small element of that in our reply. There always will be from those impacted. But we would like to list the reasons we see that other options should be seriously considered. These comments are regardless of the direct impact on where we and our neighbours live.

1. The **"Housing and Economic Land Availability Assessment"** (HELAA) from we believe 2022, already identifies enough locations for 25,000+ houses. At the same time, it has been brought to my attention that recently South Somerset District Council produced a report called **"The Potential for Rural Settlements to be Designated Villages"** and this Local Plan is indeed seeing that expansion of villages is a better move than producing a *"new town"*. We see both of these proposed options as a *"new town"* regardless of how you see them. They will require infrastructure, shops, schools, etc...
2. Following on from point 1, the draft **"Sustainability Appraisal Report"** states that *"no other alternatives have been taken into account"*. This should not be the case as the *"dispersal"* option *"spreading houses throughout suitable towns and villages"* has not been included as a way forward without accepting yet another *"new town"* in the area. In fact, we have the perfect location around the *"eco"* town of Cranbrook which already has its infrastructure

with access to the M5 and A30, direct access to the Exeter-Waterloo railway line with its own station within walking distance, local access to Exeter airport and obviously all the main services including gas, electricity, sewage, water and fibre already in place.

3. At the same time the draft **"Sustainability Appraisal Report"** states that these options for development are seen as a questionable "minor" negative impact.
  - a. At a national average we would be expecting 3000 new cars ... that is not minor.
  - b. 100's of acres of development ... that is not minor.
  - c. Several years of development in areas that do not have the infrastructure to start with ... that is not minor.
  - d. Junctions 29/30 are some of the busiest junctions in the country, certainly within the South West. These 3000 new cars will be joining the Exmouth traffic at Clyst St Mary then onto 29/30 ... this is not minor.

If we had to seriously choose one of these options and the points above or not taken into account, then Option 1 is obviously the better because of its proximity to the road/rail/air network and services infrastructure.

Our local Residents Association have also pointed out that Option 1 seems to be preferred as there is greater certainty of delivery. We assume this is because it is "developer controlled" by a smaller number of developers? This would make it more efficient for the developers and cheaper for the Council.

We will continue to watch the development of these proposals with interest.  
We believe there are better options to consider ... additional development around Cranbrook being one of them.

Regards...

Ray and Jane Kemp - Westbarn

