

Sandra Hutchings

From: Russell Spence -
Sent: 18 March 2014 14:22
To: DPD
Cc: Paul Samuels
Subject: Redevelopment plans for J27

Mid Devon District Council
 Planning Dept.



Dear sirs,

re. Plans for redevelopment at junction 27 of the M5 motorway

At the Annual General Meeting of the Grantlands Residents' Association, held in Uffculme, on Thursday 13th March, the members voted that the Committee together with the Trustees of Grantlands write expressing our objection to the redevelopment. Our member, Mr. Paul Samuels of 12 Grantlands, has already communicated with you and expressed his concerns and lodged an objection and we concur with him, and repeat a copy of the objections below.

For 17 members of the Grantlands Residents' Association

Russell Spence, Hon.Secretary
 14 Grantlands
 Uffculme EX15 3ED

M5 J27 / 28

The plan for a substantial new development at and surrounding either J27 or J28 would have a negative impact on the existing Devon economic centres and runs counter to the logic of sustainable development centred on the existing market towns and villages:

Existing housing / retail brownfield sites - there are substantial brownfield sites in Uffculme alone that could be converted into mid-density housing including the old brewery, the vacant garage and George public house on Commercial road, the old post office building, etc. I am not convinced that the Plan has fully identified all of the existing sites that could be used to address the housing shortage or be regenerated alongside the town centres. As already noted a large scale out of town development would draw resources away from the existing towns/villages as has been the case throughout Britain since out of town centres were first authorised in the 1980s. I'm sure you will recall that at the time it was strenuously denied by developers that high streets would suffer as a consequence but history has proved them mistaken.

Experience high streets - the Portas review into the future of the high street identified the need to diversify the high street and to make it an experience destination that attracts visitors and shoppers alike. The planned development scoped out on page 100 will not only attract shoppers but is designed to also pull tourists away from the existing towns/villages. The provision of visitor centres, cinemas and leisure destinations will compete with Exeter, Tiverton and Cullompton. If these resources were allocated to the existing towns Mid-Devon could have high streets that showcase local produce, vibrant markets, local theatres and tourist experiences across the year bringing Devon's cultural heritage to life.

Duplication of existing facilities - the majority of the facilities are already provided elsewhere in Mid-Devon or within a reasonable distance. Devon is far from short of horticultural centres, cinemas, theatres or hotels.

Air Quality and Carbon emissions - the development would not have a central rail link relying on bike and bus routes from Tiverton Parkway. The truth is that plans such as these at Bluewater and Lakeside have led to a sizeable increase in road traffic as other forms of transport do not offer the convenience required e.g. few people cycle to a retail/entertainment destination as they cannot transport purchases back.

Lack of support for small businesses - it is hard to see how the planned development will support the specific 'mittelstand' nature of the Mid-Devon economy. Of the 96 hectares devoted to commercial floorspace, which elements will actually be dedicated to small business premises?