

**Proposed South Devon Link Road (Kingskerswell Bypass)
Compulsory Purchase Orders and Side Road Orders
Public Enquiry commencing 7th July 2009**

Proof of Evidence submitted by

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1 Introduction and grounds of objection

We object to the compulsory purchase of two areas of our garden.

Firstly, 185 square metres map refs 5/52: this is a strip of land which includes approximately 40 metres of native species Devon hedge and 10 mature woodland trees.

Secondly, 439 square metres map ref 5/52a, which includes 35 ornamental trees and shrubs and approximately 60 mature woodland trees and shrubs, a wooden arch and trellis supporting six climbing plants.

When we acquired the land behind our house in 2001, including the areas which are subject to the CPOs, it was completely overgrown with brambles and scrub and full of rubbish, as it had once been home to the village tip. Over the years we have cleared, landscaped and planted the whole area to create a garden which is part woodland part ornamental, and which attracts a huge variety of wildlife.

Our objections are not just to the loss of our land, which we believe will in itself devalue both our property and our quality of life, but also to the proximity of the road to our house.

The boundary fence of the proposed bypass will be 40 metres from our back door.

2 Noise, vibration and dust issues

Rock House was constructed in 1840 and is Grade II listed.

We have carefully restored the house including the original single-glazed sash windows. We like to keep our windows open whenever possible, but even when they are closed, they will afford little protection from noise and dust during the construction of the road, particularly the excavation of a cutting 40 feet deep through solid limestone.

We are also very concerned about the impact the construction work could have on the fabric of our property, if blasting were to take place so close by. We understand that once the limestone has been extracted, it is very likely that it will be processed on site through a mobile crusher.

The subsequent vibrations, noise and dust such a short distance from our home, will not only make day-to-day living extremely unpleasant, but critically for us will preclude us from running our Bed and Breakfast business which is our main source of income.

3 The effect on our business

We are inspected annually and graded by the official Visit Britain inspection body, Quality in Tourism, as Five Star Silver Award. Our guests come from all parts of the UK and throughout the world, as far afield as Australia and New Zealand. As one of the very few B & Bs in the area, we have many repeat visits by guests visiting relatives, attending weddings and so on.

We contribute to the local economy through paying business rates and using local suppliers, including casual staff during the summer season. We fear that the high quality product we have created, and the commitment we have made in building up a successful business, both in terms of our time as well as financially, will be lost once construction of the bypass commences.

4 Environmental and visual issues

Quite apart from the loss of our woodland garden as detailed on page 3, the proposed road will have a huge visual impact as viewed from most parts of the village. The skyline behind our land will be completely altered. The densely wooded backdrop which exists at present will be replaced by the bare face of the limestone cutting.

5 Suggested alternatives

We also wish to object to the scheme itself. We believe that changes to the existing road system could solve the traffic problems without the need to spend anything like the £140 million that the proposed bypass is reported to cost. We are also very concerned about the environmental impact of a new dual carriageway, particularly the loss of, or damage to, fields, hedges and ancient woodland, the impact on the adjacent conservation area, and the inevitable development that would follow.

There are many far more sustainable and more economic alternatives to building a bypass, including improvements such as:

A flyover or underpass at Penn Inn and similar at Jury's Corner.

The use of a tidal flow traffic management system.

Improved public transport, in particular for schools and Torbay Hospital.

The reopening of Kingskerswell Railway Station.

Car sharing and improved cycle paths.

We would refer you to the evidence put forward by the Kingskerswell Alliance for more details of the above.

6 Conclusion

The prospect of having to live so close to a construction site over a prolonged period of time, potentially with no income, is causing us a great deal of anxiety. We cannot make any plans for the future; the possibility that the road may never be built is little compensation for the uncertainty that is continually hanging over us.