

## Preferred Site/Sites Response Form

<b>Name of Parish</b>	<b>WHIMPLE PARISH</b>
<b>Name of Settlement</b>	<b>WHIMPLE</b>
<b>Clerk Contact Name</b>	<b>Mrs Gerri Turner</b>
<b>Contact Address</b>	<b>Penraddon, Hand and Pen, Whimple, Exeter, EX5 2PX</b>
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Parish Councils should have considered all sites and identified the preferred site/s of the local community to accommodate the housing numbers identified in the emerging East Devon local Plan. We will leave the process for this up to Councils but it should be open and transparent and fully informed by consultation with interested parties (including residents, landowners and businesses).

As a minimum please confirm that:

1. A public exhibition was held on **MONDAY 1<sup>st</sup> OCTOBER 2012 from 3pm until 7pm** at which the A1 Plans showing constraints and possible alternative sites were displayed.
2. Parish Councillors were available to answer questions and comments were recorded and these, with any other material received, are submitted to the District Council with this form.
3. The exhibition was advertised on the Parish Council notice board and four other notice boards within the village, including the Victory Hall notice board. An article was placed in Whimple News, although the circulation of this was very near the consultation date. Whimple Parish Council does not have a website.

**The Preferred Site/s are as follows (Please also indicate the site/s or part of sites on an OS map):**

**SHLAA W002. THE OLD CRICKET GROUND, TALATON ROAD, WHIMPLE**

**Please provide a written summary of the process followed and the reasoning used to determine the preferred site/s. This will be included in a report to the Development Management Committee early in the New Year.**

### **WHIMPLE PARISH.**

Whimble is a parish in East Devon, approximately 16 kilometres (km) east of Exeter and 11 km west of Honiton. The new parish of Cranbrook abuts our boundary to the west at Cobden with the edge of the planned built-up area approximately 2 km from the village centre. (Source: EDDC New ED Local Plan 2006-2026 - Cranbrook Expansion Sites)

The village is centred on The Square, which is approximately 1.3 km from the old A30 at Hand and Pen (London Road) and 2.5 km from the Daisymount interchange on the new A30.

There are outlying dwellings within the parish at Strete Raleigh, Willow View, Yellands, Hand and Pen, The Paddock and Cobden. We have two small commercial sites: one adjacent to Willow View on the old A30 and one west of Hand and Pen on the London Road.

The station and main line railway cuts through the centre of the village with a limited service to Exeter, Honiton and London. Whimble is now a commuter village but for most of the 20<sup>th</sup> Century it was a major employment village engaged in producing and exporting Whiteway's Cyder products around the world. Whimble could have remained an active contributor to the local economy if the station and village centre was not constrained by a narrow road network and low bridges.



*Single carriageway railway bridge with traffic calming measures at Broadway and School Hill in the heart of the village. To the south are The Square, the A30, Cranbrook and M5; to the north are the school, surgery, train station and roads to Talaton and Broadclyst. Site W002 sits on the north side.*

There is an infrequent bus service from the centre of the village to Ottery St Mary and Sidmouth. Services from Axminster and Honiton to Exeter run along the old A30, 1.5 km from The Square, at

Hand and Pen. The pedestrian route to Hand and Pen via Church Road has no footways or resting places and in places is less than two cars' width.



*CHURCH ROAD, WHIMPLE – leading from The Square to Hand and Pen. c1900 but it looks the same today.*



*CHURCH ROAD, WHIMPLE looking towards The Square. c1900 but it looks the same today.*

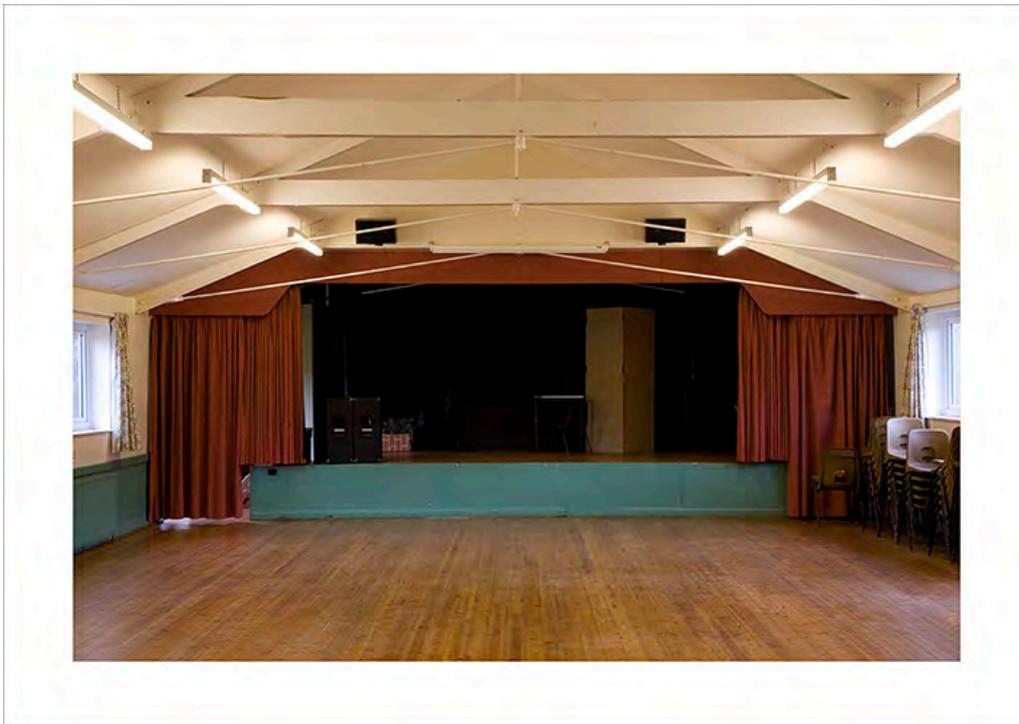
Whimple is an ancient farming community dating back to Saxon times. The arrival of the Whiteways Cyder factory in the 1890s has resulted in rapid growth over the past 150 years making Whimple a thriving and lively place to live. However, the current infrastructure and amenities, including those supporting sports, recreational and leisure activities, need to be drastically improved if the village is to successfully undergo future expansion.

Since the closure of Whiteways Cyder Factory in 1989 approximately 180 new homes have been built with a further 17 currently with planning permission. The loss of traditional industry and the use of redundant sites for new housing have not been accompanied by a discernable improvement in associated infrastructure. Some of the obvious effects are temporary buildings in the village school and an increase in road traffic movement, which now requires physical control measures such as traffic calming and signage.

Whimple parish has a population of 1,642 people (2001 Census). If Whimple is to continue to grow and thrive as a fully-functioning community, issues such as those listed below need to be seriously considered and addressed.

- **Whimple County Primary School** is a successful school with an active Parents, Teachers and Friends Association. It has a Multi-Use Games Area on a nearby but not adjoining site but it does not have a playing field. The school was built in 1848, although the first reference to schooling in Whimple was in 1798. The school buildings are inadequate for the needs of the school today and for 40 weeks of the year (term time) daily use from 9am until 4pm is made of the adjacent Victory Hall for PE, assemblies and lunches. The Pre-school also meets in the back of the Victory Hall. Plans to build a new school were formed 20 years ago but never came to fruition.
- **There is an urgent need for a new Community Hall with parking which is situated on a larger site.** The Victory Hall is the only community building in Whimple. It is sited in the heart of the village on a plot of land between the primary school and the satellite health centre. Built in the 1920s to service a much smaller community, the Victory Hall is now

wholly inadequate for our community needs. Parking spaces on the site are available for only 16 vehicles and these spaces are shared with staff from the school and the health centre during working hours. The daily use (9am until 4pm) of the Victory Hall by the school prohibits the use of the building by the wider community for 40 weeks of the year. 32% of the population in Whimble are aged 60 years and above (Parish Plan 2007) and most are in residence during the working day. There is little opportunity or adequate space to meet, with most meetings for this age group taking place in the evening when the Victory Hall is vacated by the school. However, demand from all the groups in the village is high. On the list of priorities highlighted in the Parish Plan the need to improve facilities at the Victory Hall and provide more educational and recreational classes for all, was rated as a high priority. The survey carried out in 2007 for the Parish Plan, identified many amenities as being vital or important to the community – the Victory Hall included. 20% of respondents rated the Victory Hall building as being inadequate for the current community's use and 54% suggested it should be refurbished or rebuilt. Since then some considerable refurbishment of the kitchen and toilets has taken place but the improvements have not increased the size of the space available.



*Inside The Victory Hall - the only community space for a population of 1,647.*

- **Parking in the village has been contentious for over 20 years, particularly in The Square.** (Old Whimble News magazines and Parish Council minutes). The road network in Whimble is based on narrow agricultural lanes that do not facilitate on-road parking. The existing Conservation Area covers most of the historic core of the village. Many traditional agricultural buildings line the main routes through the village and many have frontages opening directly onto the highway. Few have garage or off-road parking facilities. The Square forms the focal point of the village and provides a good sense of enclosure with the church, stream and mature trees adding to its historic character. However, the overall attractiveness is being overtaken and lost by the increased presence of cars and the demand for parking. Whimble has a single village car park with 25 spaces, which is situated 25 m from The Square. There is also limited parking by the train station. The PC strongly feels that an increase in the number of houses in the village should be augmented by an

increase in parking facilities and a reversal of the current planning trend that allows home owners to convert garage space into living accommodation without the provision of extra parking space. In the 21<sup>st</sup> century there is the potential for every bedroom to be occupied by a car owner but parking provision in most new-build developments is inadequate. Off-road parking in Whimble is saturated and competition for spaces is high. Parking is very contentious, with desperate car owners currently choosing to park on curbs, corners, passing spaces and other dangerous locations.



*The Square, St Mary's Church and limited parking.*



*Limited parking outside the train station, which is situated in the heart of the village.*

- **Pedestrian Walkways.** The road network in Whimble is based on narrow single width agricultural lanes lined by historic buildings with on road frontage. There are few pavements. The arrival of the train line has had a negative impact on the flow of traffic around the village with 3 rail bridges causing narrow pinch points. Increased domestic and

utility traffic from new developments built in the last 20 years have caused an increase in traffic through the village, particularly along Church Road, which is the main route out of the village to the south. Broadclyst Road to the west has no footways and has a single car width pinch point at Knowle Cross, with thatched cottages on either side of the carriageway. Holly Ball Lane and Lilypond Lane at Cross Town to the east are both single carriageway width. The increase in population and, therefore, traffic movement has resulted in the need for traffic calming measures and abundant warning signage on roads that have no pedestrian walkways. When asked for further comment at the recent public consultation, a significant number of people raised awareness of the dangers to pedestrians on our roads. Speeding was considered to be the over-riding hazard. Whilst we wish to retain a rural feel to the village, achieved by not having urban tarmac pavements, it is strongly felt that off-road footpaths and cycle ways should be improved – particularly extending from the centre of the village to Hand and Pen on the old A30.

### **Reasoning behind the choice of SHLAA Development Site.**

The final decision as to which site should be chosen for development was very difficult to make, with opinions being divided between two sites. W002 and W005

A significant number of respondents at the public consultation also questioned the need for more local housing in the wake of the new town at Cranbrook.

### **Following public consultation and with further discussion, the site known as The Old Cricket Ground W002 was chosen as being most suitable.**

However, a small section of a **second site (W005)**, situated behind Hind Strete and easily accessed through an already existing dead-end road leading off Bramley Gardens, was seriously considered as suitable. It was subsequently rejected because of its close proximity to the parish boundary of Cranbrook and was perceived as having a detrimental impact and influence over the future of the green wedge between the two communities.

In support of this view, the Parish Plan (2007) states: *There was widespread support for the protection of green areas surrounding the village. 80% of respondents were concerned for the protection of every green area. The main issues were to retain the apple orchards and establish a protected area between Whimble and Cranbrook. Greatest concern was for Whimble to retain its 'village' individuality.*

However, the practicality of having a new development south of the village development boundary with direct access to the old A30 at Hand and Pen and new A30 at Daisymount was a positive aspect of this site.

### **The site chosen as being suitable for development is site W002 - The Old Cricket Ground.**

However, the site isn't one hundred percent ideal as it is the only significant open green space left in the heart of the village and was previously the village cricket ground. Many of those who expressed an opinion wished it to remain an area used for recreation. Should this site be used to accommodate a new Community Hall and parking? In addition, the site is north of the railway line, with road traffic needing to travel through the village to access the A30, A303 and M5. However, it does best fulfil most of the criteria set out in the site assessment checklist and development of part of the site was supported by a little over half of those who attended the public consultation. The remainder supported a site behind Hind Strete and Bramley Gardens W005, which is south of the railway line.

The Parish Council wish it to be known that within the site, the area abutting Slewton Crescent, i.e. the west of the site is the preferred position for any new development.

On the site assessment form W002 is positively located with respect to questions 2, 3, 4 and 9. These questions deal with the proximity of the site to local facilities, schools, healthcare, transport links and recreation facilities. However, increased demand on all these facilities will have a negative impact on the future growth of the village if facilities are not improved as discussed above.

The site has a neutral or slightly negative impact regarding questions 6, 8 and 10 - these relate to amenity and character of the area. The historic centre of Whimble, within 50m of the site, became a Conservation Area in 1992. Since then the changes to the character of Whimble have come into question from local residents, visitors and through EDDC's Conservation Area Appraisal last carried out in September 2010.

The Conservation Area Appraisal opens with the statement:

*'The village has an increasingly suburban air with new housing encroaching on all sides and is losing its rural setting among apple orchards.'*

*'Much new housing has been built since the first appraisal in 1999. The old cider factory and other sites have been redeveloped and both the inns have redeveloped their out-buildings and gardens. Unfortunately, the new housing has little consistency of style with little effort to use vernacular materials or to blend in with the historic fabric of the village.'*

Like most villages Whimble has evolved over many years with rapid growth in the last 150 years, resulting in an eclectic mix of housing built 'piece meal' mostly through the 19<sup>th</sup> and 20<sup>th</sup> centuries. Whilst some styles leave much to be desired, they are a welcome part of the fabric of our village and join with more historic buildings giving Whimble the appearance it has today. Despite the substantial development built in the early 1990s at Slewton Crescent, Whiteways Close and The Withey, some of the historic heritage of Whimble remains.

We would like it to be known that new developments, particularly on this site with its close proximity to the large development at Slewton Crescent, should not necessarily follow that development's style. A different style of housing that compliments existing developments but reflects our heritage will serve to add to the diverse nature of the housing stock in Whimble.

In addition, the size of housing is also of key importance. We would like to attract a diverse mix of home owner. Affordable housing is a priority and we have two sites with planning permission already granted, which contain affordable housing. Larger homes for families, professionals and accommodation for retired couples should also be included and will help to sustain the good mix of population we have now.

## **Flooding.**

Site W002 is within Flood Zone 3. It is bounded to the north by the Cranny Brook and to the south by Talaton Road. The Cranny Brook is classed as a critical water course and is currently under consideration for flood relief defences.



*Talaton Road at the entrance of Slewton Crescent. Entrance to the site is just after the green bank on the left, November 2012.*



*The Entrance to the proposed site on Talaton Road, November 2012.*



*Talaton Road looking towards the entrance to the site further down on the right, November 2012.*



*Cranny Brook tributaries - Talaton Road at Venn Cross, November 2012.*



*Cranny Brook from Slewtton Crescent, November 2012.*



*The Cranny Brook burst its banks at Slewton Crescent, November 2012.*



*The Cranny Brook over flowing on Broadclyst Road, November 2012.*

Please return this form together with all information by Friday 30 November 2012.

Please return to:

Planning Policy  
East Devon District Council  
Council Offices  
Knowle  
Sidmouth  
Devon EX10 8HL

Thank you.

Comments made at the PUBLIC CONSULTATION on 1<sup>st</sup> October 2012

### **Other**

Notification through the letter box of every house for every so called public consultation.  
We were promised a sign at the end of Church Road – ‘not suitable for long vehicles’ how much longer do we have to wait? **N.B. This sign put in place by DCC mid-November.**  
Expansion of the shop to include a cafe.  
Mains gas service please.  
Enhanced flood protection.

### **Footpaths**

Provide and improve footpaths around the village.  
Foot paths on Church Road.  
Create a foot path from the village to Hand and Pen.  
Spend money on footpath to Hand and Pen please.  
A footpath to H&P that is wide enough to allow a dedicated cycle path.  
If pedestrian walkways are improved more houses can be considered.  
Provision for walkers around the village, if not possible then white lines to mark a walking area.

### **Cycle Ways**

Provide more in the village.  
Provide cycle path to Hand and Pen.  
Extend cycle route from Exeter via Cranbrook on to Whimple.

### **Trains**

Keep trains stopping in Whimple.  
A passing loop in the vicinity will create the capacity to afford an hourly service.  
Make sure the station stays open.  
Very important to maintain rail links.  
Duel track.  
Encourage more people to use the train.  
More frequent service.  
Better train service.  
Hourly service.  
Get trains stopping at Whimple and Pinhoe – lots of employers at Pinhoe.  
More trains stopping in Whimple – to hell with Cranbrook.

### **Buses**

Bus from the village to Exeter.  
Divert the current bus going to Exeter into The Square.  
The traffic is like the M5 on Church Road, I cannot walk up this road to get the bus to Exeter.  
Better bus service to Exeter.  
Better bus service in general.

### **Housing**

Roads are very bad no more room for more houses that bring more cars.  
No more houses in Whimple or East Devon – fill up Cranbrook first.  
Why do we have to have more housing haven't we grown enough.

**Traffic and speeding.**

Traffic regulation by the post office.

Do not seek to widen the road from H&P to Village – it will only speed up traffic.

The Square is now full at times with parking and cannot take any more access traffic to more houses. (said by the same person who wants the bus to come to The Square).

Illuminated speed restriction signs and speed bumps in front of the school and the bottom of Church Road.

Speed restrictions along Talaton Road by the Withey.

Church Road is lethal.

Traffic calming needed for walkers – New Fountain to the school is very dangerous.

Existing roads in and out of village are not big enough for more traffic.

Traffic on Church Road too fast

My concern is with the amount of speeding and large vehicles going through the village – some control needed PLEASE.

**Building land**

Please do not let Allied Lyons build on the old Cricket field

Re-establish sporting activities on the Richard Whiteway Memorial Ground at Slewton.

Keep some green fields and old trees.

Cranbrook is being built so keep Whimple as it is.

I think the old cricket ground is the best option for development both other options not really viable.

The land on Grove Road is the best option for houses subject to the improvement of the junction.

## Site Assessment Checklist

The East Devon Local Plan has been subject to a Sustainability Appraisal, which is a legal requirement to ensure that the social, environmental and economic impacts of development are appropriately considered. It is important that a consistent approach is followed for all parts of the Plan, therefore the objectives used in the Sustainability Appraisal are used as the basis of the criteria for assessing the sites in the villages. The strategic nature of the objectives means that some are more applicable to large urban developments, however we have adapted them to apply to the smaller scale of development in the villages as far as possible.

We would like you to use the criteria in the second column to assess the sites identified for your village, considering whether development of each site is likely to result in a positive, neutral or negative impact. Please complete one form for each site under consideration and add comments in the last column. Examples of completed forms are available. Some objectives are unlikely to be applicable at this scale of development, for instance because they are dealt with at a later stage in the planning/building process, and so the criteria column states that this is not likely to be relevant at this stage. An example of this would be crime reduction or greenhouse gas emissions which are dealt with when detailed designs are drawn up. You can comment on these issues if you wish to but are not expected to.

**Bold** criteria (in column 2) should be adhered to unless there is a strong reason for not doing so, for instance if no site is available within 400m of services then, by default, a site further away will need to be allocated. A series of questions are included to enable a more detailed assessment.

If you wish to include further information, eg photographs of sites to support your assessment please attach them to the form. We can accept forms in hard copy sent to Planning Policy, EDDC, knowle, Station Road, Sidmouth, Devon EX10 8HL or electronically sent to [croddway@eastdevon.gov.uk](mailto:croddway@eastdevon.gov.uk)

**Settlement Name: Whimble, East Devon      Site: W002 Old Cricket Ground, Talaton Road**

Please return these forms by 30<sup>th</sup> November 2012

Sustainability Appraisal Objectives used to assess the East Devon Local Plan Policies	Criteria to apply to all sites in the villages	Comments
1.To ensure everybody has the opportunity to live in a decent home	This is unlikely to be relevant at this stage	
2.To ensure all residents have access to community services	<p><b>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services eg shop, hall, bus stop.</b></p> <ul style="list-style-type: none"> <li>· Is the route flat, if not is the gradient reasonable for the less mobile?</li> <li>· If steep, are resting places available?</li> <li>· Are footpaths available to avoid traffic conflict?</li> <li>· Are access routes lit?</li> </ul>	<p><b>This site is positively located.</b>            The site is approximately 100m from the train station and 200m from the doctors' surgery and primary school with access to each via a level paved walkway.            The shop, post office and bus stop to Sidmouth and Ottery St Mary are approximately 400m from the site and situated in The Square – a 200m walk is required along School Hill and Broadway to The Square, which are single width roads with no pavements. 'Priority to oncoming traffic' measures are in force in the direction from the school to The Square.</p>

		<p>School Hill and Broadway sit within the 20 mph speed zone. The entrance to the school opens directly onto School Hill which has no pedestrian walkways. Access routes are lit.</p> <p>The bus stop to Exeter is approx 1.5km from the site at Hand and Pen. The journey from The Square to Hand and Pen is approximately 600m via Church Road, Church Road is narrow, with fast-flowing traffic. It has no pavements through its entire length and has an uphill gradient. There are no resting places. Church Road is the main route through the village to the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p> <p>The train station is within 100m of the site with trains to London and the South West. However, trains need to be more frequent with stops at all neighbouring stations.</p>
3.To provide for education and skills	<p><b>In settlements with schools, new development should be located within 400m (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>· The access criteria are as question 2</li> <li>· Is the route flat, if not is the gradient reasonable for the less mobile?</li> <li>· If steep, are resting places available?</li> <li>· Are footpaths available to avoid traffic conflict?</li> <li>· Are access routes lit?</li> </ul>	<p><b>The site is positively located.</b></p> <p>The primary school is within 200m via a level paved walkway. The bus pickup point to the two secondary schools at Ottery St Mary and Broadclyst is 100m from the site via a level paved walkway.</p>
4.To improve the population's health	<p><b>New development should ideally have access to healthcare facilities. This is not possible in most villages but sites should be located close to recreation space and off-road paths</b></p> <ul style="list-style-type: none"> <li>· Is the site within walking distance of healthcare facilities, footpaths or cycle routes?</li> <li>· Is the site adjacent to a recreation space?</li> </ul>	<p><b>The site is positively located.</b></p> <p>The doctors' surgery is 200m from the site via a paved level walkway. The site is 50m away from the nearest footpath affording access to the village footpath network. On the north side of the site an existing dead-end footpath, built to give access from the recently-developed Slewtown Crescent, can be opened up to give direct access to footpaths and recreation facilities. Recreation facilities are within 400m of the site. There are no cycle paths within the village.</p>
5.To reduce crime and fear of crime	This is unlikely to be relevant at this stage	
6.To reduce noise levels and minimise exposure of people to noise and other types of pollution	<p><b>New development should not be sited where adverse noise levels will be caused by or to residents</b></p> <ul style="list-style-type: none"> <li>· Is the site adjacent to a main vehicle route (eg. 'A' road or railway)?</li> <li>· Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?)</li> <li>· Is construction noise/ new residents noise likely to</li> </ul>	<p><b>Neutral impact.</b></p> <p>The site is within 50m of the main Penzance to London train line. Land adjacent to the site is residential on 3 sides. The 4<sup>th</sup> side, to the north, is bounded by the Cranny Brook with agricultural land beyond. The site opens onto a class 'C' road. The site is a vacant green-field site and construction noise would impact adjacent residents.</p>

	impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)?	
7.To maintain and improve cultural, social and leisure provision	This is unlikely to be relevant at this stage but it would be helpful to note any particular needs that could be met/part met by new development eg. green space, new village hall	
8.To maintain and enhance built and historic assets	<p><b>New development should not be located where it will harm the character or setting of an historic asset</b></p> <ul style="list-style-type: none"> <li>Will new development impact upon the setting or character of a historic building or Conservation Area?</li> <li>Approximately how far away are they?</li> </ul>	<p><b>Neutral impact.</b></p> <p>The site abuts the Development Boundary It lies within 100m of the Conservation Area and within 200m of the church. An adjacent property approx. 25m to the east of the site is a detached grade II listed building set in its own grounds. The site abuts Slewton Crescent which was built around 1994.</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p><b>Priority should be given to previously used land and new development should be located adjacent to or within the existing Built-up Area Boundary to minimise impact on the countryside and prevent sprawl. Sites remote from the existing settlement should not be considered appropriate.</b></p> <ul style="list-style-type: none"> <li>Is this a greenfield site?</li> <li>Are there existing buildings/has the site been previously developed?</li> <li>Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area?</li> <li>Can the site be seen from public footpaths/roads/other vantage points?</li> <li>How prominent is the site when viewed from outside it, and from approximately how far away?</li> <li>How prominent is the site when viewed from adjoining properties?</li> </ul>	<p><b>The site is positively located.</b></p> <p>The site abuts the village Development Boundary on the west and south side. This is a green-field site which was previously part of the Whiteways Cider Factory estate and was used by the community as a cricket field. The site is not set within a designated landscape. The site is obscured from Talaton Road by an established hedgerow. Residents on the west side, in Slewton Crescent, overlook the site. The area is flat land and not prominent from any vantage points.</p>
10.To maintain the local amenity, quality and character of the local environment	<p><b>New development should not be located where it will have a significant impact on local amenity or character</b></p> <ul style="list-style-type: none"> <li>Will development have a significant adverse impact on local amenity?</li> <li>Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)?</li> </ul> <p>DEFINITION. <b>Amenity</b></p>	<p>Neutral impact.</p> <p><b>Negative impact</b> - Whimple is an agricultural village built around a <b>very old network of agricultural lanes</b>. The arrival of the train line has had an irreversible negative impact on the flow of traffic around the village with 3 rail bridges causing narrow pinch points. Increased domestic and utility traffic from additional new developments north of the railway line would have a negative impact regarding traffic flow out of the village along Church Road, which is the main route out of the village to the south.</p>

	<ol style="list-style-type: none"> <li>1. The quality of being pleasant or attractive; agreeableness.</li> <li>2. Something that contributes to physical or material comfort.</li> <li>3. A feature that increases attractiveness or value, especially of a piece of real estate or a geographic location.</li> <li>4. <b>amenities</b> Social courtesies.</li> </ol>	<p>Broadclyst Road, to the west, has a single car width pinch point at Knowle Cross with thatched cottages on either side of the carriageway. Holly Ball Lane at Cross Town, to the east, has a single width pinch point on the railway bridge.</p> <p>There is a variety of parkland trees on the site which should be retained. The southerly hedgerow should be retained.</p> <p><b>Positive impact:</b> a new development will sit well alongside the recent development at Slewtown Crescent and Whiteway Close.</p>
<p>11.To conserve and enhance the biodiversity of East Devon</p>	<p><b>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</b></p> <ul style="list-style-type: none"> <li>· These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation</li> </ul>	
<p>12.To promote and encourage non-car based modes of transport and reduce journey lengths</p>	<p><b>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>· The criteria are as per question 2</li> </ul>	<p><b>The site is negatively located</b></p> <p>Whimple is an agricultural village built around a <b>very old network of agricultural lanes</b>. The arrival of the train line has had an irreversible negative impact on the flow of traffic around the village with 3 rail bridges causing narrow pinch points. Increased domestic and utility traffic from additional new developments north of the railway line would have a negative impact regarding traffic flow through the village along:</p> <ol style="list-style-type: none"> <li>a) Church Road, which is the main route out of the village to the South.</li> <li>b) Broadclyst Road, which has a single car width pinch point at Knowle Cross with thatched cottages on either side of the carriageway.</li> <li>c) Holly Ball Lane at Cross Town has a single width pinch point on the railway bridge.</li> </ol> <p>The train station is within 100m of the site with trains to London, Exeter and the South West. However, trains need to be more frequent with stops at all times to all neighbouring stations, including Cranbrook and Pinhoe.</p> <p>The bus from The Square to small communities such as Ottery St Mary and Sidmouth is within 400m of the site but buses are infrequent. There is a lack of pavements on Broadway leading to The Square, which is a hazard. Broadway sits within the 20 mph speed zone and contains one section of priority passing and one road narrowing, which serve as traffic calming.</p> <p>The bus stop to Exeter is approx. 1.5km away at Hand and Pen. The journey from The Square to Hand and Pen is approximately 600m via Church Road, Church Road is narrow with fast flowing traffic. It has no pavements throughout its entire length and has an uphill gradient. There are no resting places. Church Road is the main route through the village</p>

		from the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area. There are no cycle ways connecting our village with other locations.
13.To maintain and enhance the environment in terms of air, soil and water quality	<p><b>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</b></p> <ul style="list-style-type: none"> <li>· Is the site in agricultural use?</li> <li>· Is the site adjacent to a main road?</li> <li>· Is there sewerage capacity?</li> <li>· Is the site within or adjacent to an area prone to flooding?</li> </ul>	<p><b>Slightly negative impact.</b> The north of the site is within the flood plain. The site is adjacent to the Cranny Brook in the north, which is classed as a critical water course and liable to flooding. The site is flat throughout. It is not in agricultural use and is currently unused but well maintained. The site is adjacent to a class 'C' road, which is the main route from the village to Talaton to the east and Broadclyst to the west. We are unsure about sewerage capacity.</p>
14.To contribute towards a reduction in local emissions of greenhouse gases	This is unlikely to be relevant at this stage	
15.To ensure that there is no increase in the risk of flooding	<p><b>Sites within areas known to flood should be avoided if possible.</b></p> <ul style="list-style-type: none"> <li>· Is the site in or adjacent to an area known to flood or identified on the floodzone maps?</li> </ul>	<p><b>Negative impact</b> The north of the site is within the flood plain. The site is adjacent to the Cranny Brook in the north, which is classed as a critical water course and liable to flooding.</p>
16.To ensure that energy consumption is as efficient as possible	This is unlikely to be relevant at this stage	
17.To promote wise use of waste resources whilst reducing waste production and disposal	This is unlikely to be relevant at this stage	
18.To maintain sustainable growth of employment for East Devon, to match levels of jobs with the economically active workforce	<p><b>Ideally new development should be located within 400m (or at most 600m) of employment sites</b> Note- employment opportunities are limited in many villages, with most workers commuting out. You may consider that employment land should be identified in your settlement.</p> <ul style="list-style-type: none"> <li>· Is there a need for additional employment eg small business units/storage/office space?</li> <li>· Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements?</li> </ul>	<p><b>Positive impact with respect to size only.</b> The site is large enough to accommodate housing with double garages and small businesses. <b>Negative impact with regards to employment and transport links.</b> There are no local employment opportunities within walking distance. Workers will need to commute to work. New employment opportunities will be available at Cranbrook, the Science Park, Sky Park and the Intermodal Freight Facility. Transport links from Whimble will need to be improved. The train station is within 100m of the site with trains to London, Exeter and the South West. However, trains need to be more frequent with stops at all times to all neighbouring stations, including Cranbrook and Pinhoe. The bus stop to Sidmouth and Ottery St Mary is approximately 400m away in The Square.</p>

		The bus stop to Exeter is approx. 1.5km from the site at Hand and Pen. The journey from The Square to Hand and Pen is approximately 600m via Church Road, Church Road is the main route through the village to the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area. There are no cycle ways connecting our village with other locations.
19.To maintain and enhance the vitality and viability of the Towns of East Devon	This is unlikely to be relevant at this stage	
20.To encourage and accommodate both indigenous and inward investment	This is unlikely to be relevant at this stage	

Any other observations

Village plan supports the formation of a footpath from The Square to Hand and Pen.

We would like an increased number of trains stopping at Whimple.

We need a better bus service.

What about Park and Ride? Park at Hand and Pen somewhere and ride on the bus to Exeter and Honiton.

Whilst all facilities are within walking distance, exit from the village to the A30 is via Church Road – traffic relating to a 21<sup>st</sup> century household will need to pass through the village – each resident per house with own car, utility traffic, visitors.

## Site Assessment Checklist

The East Devon Local Plan has been subject to a Sustainability Appraisal, which is a legal requirement to ensure that the social, environmental and economic impacts of development are appropriately considered. It is important that a consistent approach is followed for all parts of the Plan, therefore the objectives used in the Sustainability Appraisal are used as the basis of the criteria for assessing the sites in the villages. The strategic nature of the objectives means that some are more applicable to large urban developments, however we have adapted them to apply to the smaller scale of development in the villages as far as possible.

We would like you to use the criteria in the second column to assess the sites identified for your village, considering whether development of each site is likely to result in a positive, neutral or negative impact. Please complete one form for each site under consideration and add comments in the last column. Examples of completed forms are available. Some objectives are unlikely to be applicable at this scale of development, for instance because they are dealt with at a later stage in the planning/building process, and so the criteria column states that this is not likely to be relevant at this stage. An example of this would be crime reduction or greenhouse gas emissions which are dealt with when detailed designs are drawn up. You can comment on these issues if you wish to but are not expected to.

**Bold** criteria (in column 2) should be adhered to unless there is a strong reason for not doing so, for instance if no site is available within 400m of services then, by default, a site further away will need to be allocated. A series of questions are included to enable a more detailed assessment.

If you wish to include further information, eg photographs of sites to support your assessment please attach them to the form. We can accept forms in hard copy sent to Planning Policy, EDDC, knowle, Station Road, Sidmouth, Devon EX10 8HL or electronically sent to [crodway@eastdevon.gov.uk](mailto:crodway@eastdevon.gov.uk)

**Settlement Name: Whimble Parish, East Devon Site: W005 Land west of Church Road behind Hind Strete and Bramley Gardens**

Please return these forms by 30<sup>th</sup> November 2012

<b>Sustainability Appraisal Objectives used to assess the East Devon Local Plan Policies</b>	<b>Criteria to apply to all sites in the villages</b>	<b>Comments</b>
1.To ensure everybody has the opportunity to live in a decent home	This is unlikely to be relevant at this stage	No comment required at this stage.
2.To ensure all residents have access to community services	<p><b>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services eg shop, hall, bus stop.</b></p> <ul style="list-style-type: none"> <li>• Is the route flat, if not is the gradient reasonable for the less mobile?</li> <li>• If steep, are resting places available?</li> <li>• Are footpaths available to avoid traffic conflict?</li> <li>• Are access routes lit?</li> </ul>	<p><b>The site is positively located with respect to distance only.</b></p> <p><b>With reference to the other points the site is negatively located.</b> The site currently has access from two locations: via Church Road, although this access is on a bend and via a blind end road situated about 50m from Church Road accessed through Bramley Gardens. Pedestrians would access the site and facilities in the village via Church Road or through Bramley Gardens.</p>

		<p>The shop, post office and bus stop to Sidmouth and Ottery St Mary are approximately 400m from the site and situated in The Square. On returning to the site walkers will encounter a slight but steady uphill gradient stretching about 200m along Church Road. There are no resting places.</p> <p>The bus stop to Exeter is approx. 600m from the site at Hand and Pen, via Church Road. Church Road is narrow with fast-flowing traffic. It has no pavements throughout its entire length and has an uphill gradient. There are no resting places. Church Road is the main route through the village to the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p> <p>Part of the section of Church Road from the site to all local facilities in The Square, plus the school, surgery and train station lies within a 20mph zone. The 20mph zone contains road-narrowing measures in two places and priority passing in two places to facilitate traffic calming. There is an indirect route 100m from the site to the east of Church Road via Dince Hill Close, which is paved. The entrance to Dince Hill Close is on a blind bend that already gives cause for concern and there are no safety measures in place to help pedestrians cross the road. This route leads to The Square via Dince Hill Close and a public Right of Way. However, the PRW runs alongside a brook and is steep, very narrow and unsuitable for the elderly and infirm.</p> <p>Access to the surgery, school and train station requires a further walk of 200m from The Square along Broadway and School Hill, which are single width roads that have no pavements. 'Priority to oncoming traffic' measures are in force in the direction from the school to The Square. The train station is within 400m of the site and accessed via Church Road and Broadway, with trains to London and the South West. However, trains need to be more frequent with stops at all neighbouring stations.</p> <p>There is some street lighting in Church Road but not at the point of access to the site.</p>
<p>3.To provide for education and skills</p>	<p><b>In settlements with schools, new development should be located within 400m (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>The access criteria are as question 2</li> </ul>	<p><b>The site is positively located for transport to the secondary schools outside the village.</b></p> <p>The bus pickup point to the two secondary schools at Ottery St Mary and Broadclyst is within 100m of the site on at the junction of Bramley Gardens and Church Road. There is a paved footway.</p> <p><b>Negatively located to the primary school within the village.</b></p> <p>The primary school is within 600m of the site. There is no paved walkway throughout. The comments from Q2 re unsafe road conditions</p>

		on Church Road strongly apply. From The Square children will be required to a walk a further 200m along Broadway and School Hill, which are single width roads that have no pavements. 'Priority to oncoming traffic' measures are in force in the direction from the school to The Square.
4.To improve the population's health	<p><b>New development should ideally have access to healthcare facilities. This is not possible in most villages but sites should be located close to recreation space and off-road paths</b></p> <ul style="list-style-type: none"> <li>Is the site within walking distance of healthcare facilities, footpaths or cycle routes?</li> <li>Is the site adjacent to a recreation space?</li> </ul>	<p><b>The site is positively located with respect to distance only.</b></p> <p>The site lies within 600m of the surgery. There is no paved footway throughout. The comments from Q2 re unsafe road conditions on Church Road strongly apply. From The Square patients will be required to a walk a further 200m along Broadway and School Hill, which are single width roads that have no pavements. 'Priority to oncoming traffic' measures are in force in the direction from the school to The Square. There is no recreational space with 600m of the site. The site lies within 100m of our existing public foot path network with urban and rural paths. There are no cycle paths in the village.</p>
5.To reduce crime and fear of crime	This is unlikely to be relevant at this stage	
6.To reduce noise levels and minimise exposure of people to noise and other types of pollution	<p><b>New development should not be sited where adverse noise levels will be caused by or to residents</b></p> <ul style="list-style-type: none"> <li>Is the site adjacent to a main vehicle route (eg. 'A' road or railway)?</li> <li>Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?)</li> <li>Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)?</li> </ul>	<p><b>Negative impact.</b></p> <p>The site is accessed from Bramley Gardens and Church Road, which is the main vehicular route into the village. The site is agricultural land, as is the majority of the adjacent land. New residents would experience noise from farm machinery as well as the large number of vehicles using Church Road. Construction noise would impact local residents living in Hind Strete, Bramley Gardens and those living further south along Church Road.</p>
7.To maintain and improve cultural, social and leisure provision	This is unlikely to be relevant at this stage but it would be helpful to note any particular needs that could be met/part met by new development eg. green space, new village hall	
8.To maintain and enhance built and historic assets	<p><b>New development should not be located where it will harm the character or setting of an historic asset</b></p> <ul style="list-style-type: none"> <li>Will new development impact upon the setting or character of a historic building or Conservation Area?</li> <li>Approximately how far away are they?</li> </ul>	<p><b>The site is positively located.</b></p> <p>The site abuts the Development Boundary. The site lies within 150m of the Conservation Area and 300m from the church.</p>

<p>9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon</p>	<p><b>Priority should be given to previously used land and new development should be located adjacent to or within the existing Built-up Area Boundary to minimise impact on the countryside and prevent sprawl. Sites remote from the existing settlement should not be considered appropriate.</b></p> <ul style="list-style-type: none"> <li>· Is this a greenfield site?</li> <li>· Are there existing buildings/has the site been previously developed?</li> <li>· Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area?</li> <li>· Can the site be seen from public footpaths/roads/other vantage points?</li> <li>· How prominent is the site when viewed from outside it,and from approximately how far away?</li> <li>· How prominent is the site when viewed from adjoining properties?</li> </ul>	<p><b>The site is positively located.</b></p> <p>The site is a greenfield site and forms part of the Green Wedge between Whimple and Cranbrook.  The site is currently in agricultural use. It has not been previously developed.  The site is not set within a designated landscape.  The site can be seen from Church Road.  The site slopes down towards Church Road so is prominent when viewed from Church Road. The site would also be prominent when viewed from Woodhayes Lane.  The site would not be prominent when viewed from the properties further south along Church Road but it would be prominent when viewed from Hind Strete and Bramley Gardens.</p>
<p>10.To maintain the local amenity, quality and character of the local environment</p>	<p><b>New development should not be located where it will have a significant impact on local amenity or character</b></p> <ul style="list-style-type: none"> <li>· Will development have a significant adverse impact on local amenity?</li> <li>· Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)?</li> </ul>	<p><b>Positive impact.</b></p> <p>Whimple is an agricultural village built around a <b>very old network of agricultural lanes</b>. The arrival of the train line has had an irreversible negative impact on the flow of traffic around the village with 3 rail bridges causing narrow pinch points. Car owners can access the site from the A30 via Church Road without entering the heart of the village. Development would cause an adverse effect as this is currently a greenfield site forming part of the Green Wedge between Whimple and Cranbrook.</p>
<p>11.To conserve and enhance the biodiversityof East Devon</p>	<p><b>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</b></p> <ul style="list-style-type: none"> <li>· These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation</li> </ul>	
<p>12.To promote and encourage non-car based modes of transport and reduce journey lengths</p>	<p><b>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>· The criteria are as per question 2</li> </ul>	<p><b>Positive Impact with regards to car access.</b></p> <p>Whimple is an agricultural village built around a <b>very old network of agricultural lanes</b>. The arrival of the train line has had an irreversible negative impact on the flow of traffic around the village with 3 rail bridges causing narrow pinch points. The flow of traffic from the site directly to the A30 avoiding the centre of the village will have a positive impact.</p>

		<p><b>Other transport links are inadequate and need to be improved.</b></p> <p>The train station is within 600m of the site with trains to London, Exeter and the South West. However, trains need to be more frequent with stops at all times to all neighbouring stations, including Cranbrook and Pinhoe.</p> <p>The bus from The Square to small communities such as Ottery St Mary and Sidmouth is within 400m of the site but buses are infrequent.</p> <p>The bus stop to Exeter is approx. 600m from the site at Hand and Pen, via Church Road. Church Road is narrow with fast-flowing traffic. It has no pavements throughout its entire length and has an uphill gradient.</p> <p>There are no resting places. Church Road is the main route through the village from the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p> <p>There are no cycle ways connecting our village with other locations.</p>
13.To maintain and enhance the environment in terms of air, soil and water quality	<p><b>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</b></p> <ul style="list-style-type: none"> <li>· Is the site in agricultural use?</li> <li>· Is the site adjacent to a main road?</li> <li>· Is there sewerage capacity?</li> <li>· Is the site within or adjacent to an area prone to flooding?</li> </ul>	<p><b>Slightly negative impact.</b></p> <p>The site is in agricultural use.</p> <p>The site is accessed from Church Road. This is the main vehicular route into the village.</p> <p>The site itself is not prone to flooding and sits outside the flood zone.</p> <p>We are not sure about sewerage capacity.</p>
14.To contribute towards a reduction in local emissions of greenhouse gases	This is unlikely to be relevant at this stage	
15.To ensure that there is no increase in the risk of flooding	<p><b>Sites within areas known to flood should be avoided if possible.</b></p> <ul style="list-style-type: none"> <li>· Is the site in or adjacent to an area known to flood or identified on the floodzone maps?</li> </ul>	<p><b>Negative impact.</b></p> <p>The site itself is not prone to flooding and sits outside the flood zone.</p>
16.To ensure that energy consumption is as efficient as possible	This is unlikely to be relevant at this stage	
17.To promote wise use of waste resources whilst reducing waste production and disposal	This is unlikely to be relevant at this stage	
18.To maintain sustainable growth of employment for East Devon, to match levels of jobs with the economically active workforce	<p><b>Ideally new development should be located within 400m (or at most 600m) of employment sites</b></p> <p>Note- employment opportunities are limited in many villages, with most workers commuting out. You may consider that employment land should be identified in your settlement.</p>	<p><b>Neutral impact with respect to size only.</b></p> <p>The site is large enough to accommodate housing with double garages and small businesses.</p> <p><b>Negative impact with regards to employment and transport links.</b></p>

	<ul style="list-style-type: none"> <li>Is there a need for additional employment eg small business units/storage/office space?</li> <li>Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements?</li> </ul>	<p>There are no local employment opportunities within walking distance. Workers will need to commute to work.</p> <p>New employment opportunities will be available at Cranbrook, the Science Park, Sky Park and the Intermodal Freight Facility.</p> <p>Transport links from Whimble will need to be improved.</p> <p>The train station is within 400m of the site with trains to London, Exeter and the South West. However, trains need to be more frequent with stops at all times to all neighbouring stations, including Cranbrook and Pinhoe.</p> <p>The bus stop to Sidmouth and Ottery St Mary is approximately 400m away in The Square.</p> <p>The bus stop to Exeter is approx. 600m from the site at Hand and Pen, via Church Road. Church Road is the main route through the village to the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p> <p>There are no cycle ways connecting our village with other locations.</p>
19.To maintain and enhance the vitality and viability of the Towns of East Devon	This is unlikely to be relevant at this stage	
20.To encourage and accommodate both indigenous and inward investment	This is unlikely to be relevant at this stage	

Any other observations

Better way of accessing the site required.

Footpath directly to the village avoiding Bramley Gardens required.

Village plan supports the formation of a footpath from The Square to Hand and Pen.

Establish better Transport Links:

We would like an increased number of trains stopping at Whimble.

We need a better bus service.

What about Park and Ride? Park at Hand and Pen somewhere and ride on the bus to Exeter and Honiton.

Whilst all facilities are within walking distance, exit from the village to the A30 is via Church Road – traffic relating to a 21<sup>st</sup> century household will need to pass through the village – each resident per house with own car, utility traffic, visitors.

## Site Assessment Checklist

The East Devon Local Plan has been subject to a Sustainability Appraisal, which is a legal requirement to ensure that the social, environmental and economic impacts of development are appropriately considered. It is important that a consistent approach is followed for all parts of the Plan, therefore the objectives used in the Sustainability Appraisal are used as the basis of the criteria for assessing the sites in the villages. The strategic nature of the objectives means that some are more applicable to large urban developments, however we have adapted them to apply to the smaller scale of development in the villages as far as possible.

We would like you to use the criteria in the second column to assess the sites identified for your village, considering whether development of each site is likely to result in a positive, neutral or negative impact. Please complete one form for each site under consideration and add comments in the last column. Examples of completed forms are available. Some objectives are unlikely to be applicable at this scale of development, for instance because they are dealt with at a later stage in the planning/building process, and so the criteria column states that this is not likely to be relevant at this stage. An example of this would be crime reduction or greenhouse gas emissions which are dealt with when detailed designs are drawn up. You can comment on these issues if you wish to but are not expected to.

**Bold** criteria (in column 2) should be adhered to unless there is a strong reason for not doing so, for instance if no site is available within 400m of services then, by default, a site further away will need to be allocated. A series of questions are included to enable a more detailed assessment.

If you wish to include further information, eg photographs of sites to support your assessment please attach them to the form. We can accept forms in hard copy sent to Planning Policy, EDDC, knowle, Station Road, Sidmouth, Devon EX10 8HL or electronically sent to [croddway@eastdevon.gov.uk](mailto:croddway@eastdevon.gov.uk)

**Settlement Name: Whimble Parish, East Devon Site: W006 Land on the corner of Church Road and Woodhayes Lane**

Please return these forms by 30<sup>th</sup> November 2012

<b>Sustainability Appraisal Objectives used to assess the East Devon Local Plan Policies</b>	<b>Criteria to apply to all sites in the villages</b>	<b>Comments</b>
1.To ensure everybody has the opportunity to live in a decent home	This is unlikely to be relevant at this stage	No comment required at this stage.
2.To ensure all residents have access to community services	<p><b>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services eg shop, hall, bus stop.</b></p> <ul style="list-style-type: none"> <li>• Is the route flat, if not is the gradient reasonable for the less mobile?</li> <li>• If steep, are resting places available?</li> <li>• Are footpaths available to avoid traffic conflict?</li> <li>• Are access routes lit?</li> </ul>	<p><b>The site is positively located with respect to distance only.</b></p> <p><b>With reference to the other points the site is negatively located.</b></p> <p>The site currently has access to Woodhayes Lane, although this access is on the corner of Woodhayes Lane and Church Road. Pedestrians would access the site and facilities in the village via Church Road.</p> <p>The shop, post office and bus stop to Sidmouth and Ottery St Mary are</p>

		<p>approximately 400m from the site and situated in The Square. On returning to the site walkers will encounter a slight but steady uphill gradient stretching about 200m along Church Road. There are no resting places.</p> <p>The bus stop to Exeter is approx. 600m from the site at Hand and Pen, via Church Road. Church Road is narrow with fast-flowing traffic. It has no pavements throughout its entire length and has an uphill gradient. There are no resting places. Church Road is the main route through the village to the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p> <p>Part of the section of Church Road from the site to all local facilities in The Square plus the school, surgery and train station lies within a 20mph zone. The 20mph zone contains road-narrowing measures in two places and priority passing in two places to facilitate traffic calming. There is an indirect route 100m from the site to the east of Church Road via Dince Hill Close, which is paved. The entrance to Dince Hill Close is on a blind bend that already gives cause for concern and there are no safety measures in place to help pedestrians cross the road. This route leads to The Square via Dince Hill Close and a public Right of Way. However, the PRW runs alongside a brook and is steep, very narrow and unsuitable for the elderly and infirm.</p> <p>Access to the surgery, school and train station requires a further walk of 200m from The Square along Broadway and School Hill, which are single width roads that have no pavements. 'Priority to oncoming traffic' measures are in force in the direction from the school to The Square. The train station is within 400m of the site and accessed via Church Road and Broadway with trains to London and the South West. However, trains need to be more frequent with stops at all neighbouring stations.</p> <p>There is some street lighting in Church Road but not at the point of access to the site.</p>
<p>3.To provide for education and skills</p>	<p><b>In settlements with schools, new development should be located within 400m (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>The access criteria are as question 2</li> </ul>	<p><b>The site is positively located for transport to the secondary schools outside the village.</b></p> <p>The bus pickup point to the two secondary schools at Ottery St Mary and Broadclyst is within 100m of the site on at the junction of Bramley Gardens and Church Road. There is a paved footway.</p> <p><b>Negatively located to the primary school within the village.</b></p> <p>The primary school is within 600m of the site. There is no paved walkway throughout. The comments from Q2 re unsafe road conditions on Church Road strongly apply. From The Square children will be</p>

		required to a walk a further 200m along Broadway and School Hill, which are single width roads that have no pavements. 'Priority to oncoming traffic' measures are in force in the direction from the school to The Square.
4.To improve the population's health	<p><b>New development should ideally have access to healthcare facilities. This is not possible in most villages but sites should be located close to recreation space and off-road paths</b></p> <ul style="list-style-type: none"> <li>Is the site within walking distance of healthcare facilities, footpaths or cycle routes?</li> <li>Is the site adjacent to a recreation space?</li> </ul>	<p><b>The site is positively located with respect to distance only.</b></p> <p>The site lies within 600m of the surgery. There is no paved footway throughout. The comments from Q2 re unsafe road conditions on Church Road strongly apply. From The Square patients will be required to a walk a further 200m along Broadway and School Hill, which are single width roads that have no pavements. 'Priority to oncoming traffic' measures are in force in the direction from the school to The Square. There is no recreational space with 600m of the site. The site lies within 100m of our existing public foot path network with urban and rural paths. There are no cycle paths in the village.</p>
5.To reduce crime and fear of crime	This is unlikely to be relevant at this stage	
6.To reduce noise levels and minimise exposure of people to noise and other types of pollution	<p><b>New development should not be sited where adverse noise levels will be caused by or to residents</b></p> <ul style="list-style-type: none"> <li>Is the site adjacent to a main vehicle route (eg. 'A' road or railway)?</li> <li>Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?)</li> <li>Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)?</li> </ul>	<p><b>Negative impact.</b></p> <p>The site is accessed from Woodhayes Lane but is on the corner of Church Road. This is the main vehicular route into the village. The site is agricultural land, as is the majority of the adjacent land. New residents would experience noise from farm machinery as well as the large number of vehicles using Church Road. Construction noise would impact local residents living in Hind Strete, Woodhayes Lane and those living further south along Church Road.</p>
7.To maintain and improve cultural, social and leisure provision	This is unlikely to be relevant at this stage but it would be helpful to note any particular needs that could be met/part met by new development eg. green space, new village hall	
8.To maintain and enhance built and historic assets	<p><b>New development should not be located where it will harm the character or setting of an historic asset</b></p> <ul style="list-style-type: none"> <li>Will new development impact upon the setting or character of a historic building or Conservation Area?</li> <li>Approximately how far away are they?</li> </ul>	<p><b>The site is positively located.</b></p> <p>The site abuts the Development Boundary. The site lies within 150m of the Conservation Area and 300m from the church.</p>
9.To promote the	<b>Priority should be given to previously used land and new</b>	<b>The site is positively located.</b>

<p>conservation and wise use of land and protect and enhance the landscape character of East Devon</p>	<p><b>development should be located adjacent to or within the existing Built-up Area Boundary to minimise impact on the countryside and prevent sprawl. Sites remote from the existing settlement should not be considered appropriate.</b></p> <ul style="list-style-type: none"> <li>• Is this a greenfield site?</li> <li>• Are there existing buildings/has the site been previously developed?</li> <li>• Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area?</li> <li>• Can the site be seen from public footpaths/roads/other vantage points?</li> <li>• How prominent is the site when viewed from outside it, and from approximately how far away?</li> <li>• How prominent is the site when viewed from adjoining properties?</li> </ul>	<p>The site is a greenfield site.  The site is currently in agricultural use and has been a cider apple orchard for many years. Some of the old apple trees on the site should be retained to reflect Whimple's apple and cider-making heritage. It has not been previously developed.  The site is not set within a designated landscape.  The site can be seen from Church Road.  The site is prominent when viewed from Church Road and Woodhayes Lane.  The site would not be prominent when viewed from the properties further south along Church Road but it would be prominent when viewed from Hind Strete and properties in Woodhayes Lane.</p>
<p>10.To maintain the local amenity, quality and character of the local environment</p>	<p><b>New development should not be located where it will have a significant impact on local amenity or character</b></p> <ul style="list-style-type: none"> <li>• Will development have a significant adverse impact on local amenity?</li> <li>• Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)?</li> </ul>	<p><b>Positive impact.</b></p> <p>Whimple is an agricultural village built around a <b>very old network of agricultural lanes</b>. The arrival of the train line has had an irreversible negative impact on the flow of traffic around the village with 3 rail bridges causing narrow pinch points. Car owners can access the site from the A30 via Church Road without entering the heart of the village. Development would cause an adverse effect as this site has been used as a cider apple orchard for many years. Some of the old apple trees on the site should be retained to reflect Whimple's apple and cider-making heritage.</p>
<p>11.To conserve and enhance the biodiversity of East Devon</p>	<p><b>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</b></p> <ul style="list-style-type: none"> <li>• These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation</li> </ul>	
<p>12.To promote and encourage non-car based modes of transport and reduce journey lengths</p>	<p><b>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>• The criteria are as per question 2</li> </ul>	<p><b>Positive Impact with regards to car access.</b></p> <p>Whimple is an agricultural village built around a <b>very old network of agricultural lanes</b>. The arrival of the train line has had an irreversible negative impact on the flow of traffic around the village with 3 rail bridges causing narrow pinch points. The flow of traffic from the site directly to the A30 avoiding the centre of the village will have a positive impact.</p>

		<p><b>Other transport links are inadequate and need to be improved.</b></p> <p>The train station is within 600m of the site with trains to London, Exeter and the South West. However, trains need to be more frequent with stops at all times to all neighbouring stations, including Cranbrook and Pinhoe.</p> <p>The bus from The Square to small communities such as Ottery St Mary and Sidmouth is within 400m of the site but buses are infrequent.</p> <p>The bus stop to Exeter is approx. 600m from the site at Hand and Pen, via Church Road. Church Road is narrow with fast-flowing traffic. It has no pavements throughout its entire length and has an uphill gradient.</p> <p>There are no resting places. Church Road is the main route through the village from the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p> <p>There are no cycle ways connecting our village with other locations.</p>
13.To maintain and enhance the environment in terms of air, soil and water quality	<p><b>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</b></p> <ul style="list-style-type: none"> <li>· Is the site in agricultural use?</li> <li>· Is the site adjacent to a main road?</li> <li>· Is there sewerage capacity?</li> <li>· Is the site within or adjacent to an area prone to flooding?</li> </ul>	<p><b>Slightly negative impact.</b></p> <p>The site is in agricultural use and has been a cider apple orchard for many years.</p> <p>The site is accessed from the Woodhayes Lane but is on the corner of Church Road, which is the main vehicular route into the village.</p> <p>The site itself is not prone to flooding and sits outside the flood zone.</p> <p>We are not sure about sewerage capacity.</p>
14.To contribute towards a reduction in local emissions of greenhouse gases	This is unlikely to be relevant at this stage	
15.To ensure that there is no increase in the risk of flooding	<p><b>Sites within areas known to flood should be avoided if possible.</b></p> <ul style="list-style-type: none"> <li>· Is the site in or adjacent to an area known to flood or identified on the floodzone maps?</li> </ul>	<p><b>Negative impact.</b></p> <p>The site itself is not prone to flooding and sits outside the flood zone.</p>
16.To ensure that energy consumption is as efficient as possible	This is unlikely to be relevant at this stage	
17.To promote wise use of waste resources whilst reducing waste production and disposal	This is unlikely to be relevant at this stage	
18.To maintain sustainable growth of employment for East Devon, to match levels of jobs with the economically	<p><b>Ideally new development should be located within 400m (or at most 600m) of employment sites</b></p> <p>Note- employment opportunities are limited in many villages, with most workers commuting out. You may consider that</p>	<p><b>Neutral impact with respect to size only.</b></p> <p>The site is large enough to accommodate housing with double garages and small businesses.</p>

active workforce	<p>employment land should be identified in your settlement.</p> <ul style="list-style-type: none"> <li>· Is there a need for additional employment eg small business units/storage/office space?</li> <li>· Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements?</li> </ul>	<p><b>Negative impact with regards to employment and transport links.</b></p> <p>There are no local employment opportunities within walking distance. Workers will need to commute to work.</p> <p>New employment opportunities will be available at Cranbrook, the Science Park, Sky Park and the Intermodal Freight Facility.</p> <p>Transport links from Whimble will need to be improved.</p> <p>The train station is within 400m of the site with trains to London, Exeter and the South West. However, trains need to be more frequent with stops at all times to all neighbouring stations, including Cranbrook and Pinhoe.</p> <p>The bus stop to Sidmouth and Ottery St Mary is approximately 400m away in The Square.</p> <p>The bus stop to Exeter is approx. 600m from the site at Hand and Pen, via Church Road. Church Road is the main route through the village to the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p> <p>There are no cycle ways connecting our village with other locations.</p>
19.To maintain and enhance the vitality and viability of the Towns of East Devon	This is unlikely to be relevant at this stage	
20.To encourage and accommodate both indigenous and inward investment	This is unlikely to be relevant at this stage	

Any other observations

Better way of accessing the site required.

Village plan supports the formation of a footpath from The Square to Hand and Pen.

Establish better Transport Links:

We would like an increased number of trains stopping at Whimble.

We need a better bus service.

What about Park and Ride? Park at Hand and Pen somewhere and ride on the bus to Exeter and Honiton.

Whilst all facilities are within walking distance, exit from the village to the A30 is via Church Road – traffic relating to a 21<sup>st</sup> century household will need to pass through the village – each resident per house with own car, utility traffic, visitors.

## Site Assessment Checklist

The East Devon Local Plan has been subject to a Sustainability Appraisal, which is a legal requirement to ensure that the social, environmental and economic impacts of development are appropriately considered. It is important that a consistent approach is followed for all parts of the Plan, therefore the objectives used in the Sustainability Appraisal are used as the basis of the criteria for assessing the sites in the villages. The strategic nature of the objectives means that some are more applicable to large urban developments, however we have adapted them to apply to the smaller scale of development in the villages as far as possible.

We would like you to use the criteria in the second column to assess the sites identified for your village, considering whether development of each site is likely to result in a positive, neutral or negative impact. Please complete one form for each site under consideration and add comments in the last column. Examples of completed forms are available. Some objectives are unlikely to be applicable at this scale of development, for instance because they are dealt with at a later stage in the planning/building process, and so the criteria column states that this is not likely to be relevant at this stage. An example of this would be crime reduction or greenhouse gas emissions which are dealt with when detailed designs are drawn up. You can comment on these issues if you wish to but are not expected to.

**Bold** criteria (in column 2) should be adhered to unless there is a strong reason for not doing so, for instance if no site is available within 400m of services then, by default, a site further away will need to be allocated. A series of questions are included to enable a more detailed assessment.

If you wish to include further information, eg photographs of sites to support your assessment please attach them to the form. We can accept forms in hard copy sent to Planning Policy, EDDC, knowle, Station Road, Sidmouth, Devon EX10 8HL or electronically sent to [crodney@eastdevon.gov.uk](mailto:crodney@eastdevon.gov.uk)

**Settlement Name: Whimble Parish, East Devon Site: W313 Land behind Bramley Gardens**

Please return these forms by 30<sup>th</sup> November 2012

<b>Sustainability Appraisal Objectives used to assess the East Devon Local Plan Policies</b>	<b>Criteria to apply to all sites in the villages</b>	<b>Comments</b>
1.To ensure everybody has the opportunity to live in a decent home	This is unlikely to be relevant at this stage	
2.To ensure all residents have access to community services	<p><b>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services eg shop, hall, bus stop.</b></p> <ul style="list-style-type: none"> <li>• Is the route flat, if not is the gradient reasonable for the less mobile?</li> <li>• If steep, are resting places available?</li> <li>• Are footpaths available to avoid traffic conflict?</li> <li>• Are access routes lit?</li> </ul>	<p><b>The site is positively located with respect to distance only.</b></p> <p><b>With reference to the other points the site is negatively located.</b></p> <p>The site currently has no road access or direct footpath access. Pedestrians will access the site and facilities in the village via Bramley Gardens and Church Road. The shop, post office and bus stop to Sidmouth and Ottery St Mary are approximately 400m from the site and situated in The Square. On</p>

		<p>returning to the site walkers will encounter a slight but steady uphill gradient stretching about 200m along Church Road. There are no resting places.</p> <p>The bus stop to Exeter is approx. 1.0 km from the site at Hand and Pen, via Church Road. Church Road is narrow with fast-flowing traffic. It has no pavements throughout its entire length and has an uphill gradient. There are no resting places. Church Road is the main route through the village to the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p> <p>The section of Church Road from the site to all local facilities in The Square plus the school, surgery and train station, lies within a 20mph zone. The 20mph zone contains road narrowing measures in two places and priority passing in two places to facilitate traffic calming.</p> <p>There is an indirect route 100m from the site to the east of Church Road via Dince Hill Close, which is paved. The entrance to Dince Hill Close is on a blind bend that already gives cause for concern and there are no safety measures in place to help pedestrians cross the road. This route leads to The Square via Dince Hill Close and a public Right of Way. However, the PRW runs alongside a brook and is steep, very narrow and unsuitable for the elderly and infirm.</p> <p>Access to the surgery, school and train station requires a further walk of 200m from The Square along Broadway and School Hill, which are single width roads that have no pavements. 'Priority to oncoming traffic' measures are in force in the direction from the school to The Square.</p> <p>The train station is within 400m of the site and accessed via Church Road and Broadway with trains to London and the South West. However, trains need to be more frequent with stops at all neighbouring stations.</p> <p>There is street lighting.</p>
<p>3.To provide for education and skills</p>	<p><b>In settlements with schools, new development should be located within 400m (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>The access criteria are as question 2</li> </ul>	<p><b>The site is positively located for transport to the secondary schools outside the village.</b></p> <p>The bus pickup point to the two secondary schools at Ottery St Mary and Broadclyst are within 100m of the site on at the junction of Bramley Gardens and Church Road. There is a paved footway</p> <p><b>Negatively located to the primary school within the village.</b></p> <p>The primary school is within 600m of the site. There is no paved walkway throughout. The comments from Q2 re unsafe road conditions on Church Road strongly apply. From The Square children will be required to a walk a further 200m along Broadway and School Hill, which are single width roads that have no pavements. 'Priority to oncoming</p>

		traffic' measures are in force in the direction from the school to The Square.
4.To improve the population's health	<p><b>New development should ideally have access to healthcare facilities. This is not possible in most villages but sites should be located close to recreation space and off-road paths</b></p> <ul style="list-style-type: none"> <li>Is the site within walking distance of healthcare facilities, footpaths or cycle routes?</li> <li>Is the site adjacent to a recreation space?</li> </ul>	<p><b>The site is positively located with respect to distance only.</b></p> <p>The site lies within 600m of the surgery. There is no paved footway throughout. The comments from Q2 re unsafe road conditions on Church Road strongly apply. From The Square patients will be required to a walk a further 200m along Broadway and School Hill, which are single width roads that have no pavements. 'Priority to oncoming traffic' measures are in force in the direction from the school to The Square. There is no recreational space with 600m of the site. The site lies within 100m of our existing public footpath network with urban and rural paths. There are no cycle paths in the village.</p>
5.To reduce crime and fear of crime	This is unlikely to be relevant at this stage	
6.To reduce noise levels and minimise exposure of people to noise and other types of pollution	<p><b>New development should not be sited where adverse noise levels will be caused by or to residents</b></p> <ul style="list-style-type: none"> <li>Is the site adjacent to a main vehicle route (eg. 'A' road or railway)?</li> <li>Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?)</li> <li>Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)?</li> </ul>	<p><b>Negative impact.</b></p> <p>The site has no road access. On the south side of the site an existing dead-end road can be opened up to access the site via Bramley Gardens. Bramley Gardens is currently an unclassified cul-de-sac, the residents will experience increased through traffic. A more suitable way of accessing the site should be sought. Part of the site is adjacent to the land that houses the Heritage Centre and The New Fountain Inn. The site is agricultural land and construction noise would impact local residents.</p>
7.To maintain and improve cultural, social and leisure provision	This is unlikely to be relevant at this stage but it would be helpful to note any particular needs that could be met/part met by new development eg. green space, new village hall	
8.To maintain and enhance built and historic assets	<p><b>New development should not be located where it will harm the character or setting of an historic asset</b></p> <ul style="list-style-type: none"> <li>Will new development impact upon the setting or character of a historic building or Conservation Area?</li> <li>Approximately how far away are they?</li> </ul>	<p><b>The site is positively located.</b></p> <p>The site abuts the Development Boundary. The site lies within 50m of the Conservation Area and 200m from the church. A new development will sit well with the recently developed Henry Lewis Close and Bramley Gardens.</p>
9.To promote the	<b>Priority should be given to previously used land and new</b>	<b>The site is positively located.</b>

<p>conservation and wise use of land and protect and enhance the landscape character of East Devon</p>	<p><b>development should be located adjacent to or within the existing Built-up Area Boundary to minimise impact on the countryside and prevent sprawl. Sites remote from the existing settlement should not be considered appropriate.</b></p> <ul style="list-style-type: none"> <li>· Is this a greenfield site?</li> <li>· Are there existing buildings/has the site been previously developed?</li> <li>· Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area?</li> <li>· Can the site be seen from public footpaths/roads/other vantage points?</li> <li>· How prominent is the site when viewed from outside it, and from approximately how far away?</li> <li>· How prominent is the site when viewed from adjoining properties?</li> </ul>	<p>The site is currently in agricultural use. It has not been previously developed. It is not set within a designated landscape. The site is situated behind Henry Lewis Close and Bramley Gardens and will have a visual impact from both these sites. It cannot be seen from Church Road.</p>
<p>10.To maintain the local amenity, quality and character of the local environment</p>	<p><b>New development should not be located where it will have a significant impact on local amenity or character</b></p> <ul style="list-style-type: none"> <li>· Will development have a significant adverse impact on local amenity?</li> <li>· Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)?</li> </ul>	<p><b>Positive impact</b></p> <p>Whimble is an agricultural village built around a <b>very old network of agricultural lanes</b>. The arrival of the train line has had an irreversible negative impact on the flow of traffic around the village with 3 rail bridges causing narrow pinch points. Car owners can access the site straight onto the A30 via Church Road without entering the heart of the village. There are some old apple trees on the site, some of which should be retained to reflect Whimble's apple and cider making heritage.</p>
<p>11.To conserve and enhance the biodiversity of East Devon</p>	<p><b>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</b></p> <ul style="list-style-type: none"> <li>· These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation</li> </ul>	
<p>12.To promote and encourage non-car based modes of transport and reduce journey lengths</p>	<p><b>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>· The criteria are as per question 2</li> </ul>	<p><b>Positive Impact with regards to car access.</b></p> <p>Whimble is an agricultural village built around a <b>very old network of agricultural lanes</b>. The arrival of the train line has had an irreversible negative impact on the flow of traffic around the village with 3 rail bridges causing narrow pinch points. The flow of traffic from the site directly to the A30 avoiding the centre of the village will have a positive impact. <b>Other transport links are inadequate and need to be improved.</b> The train station is within 600m of the site with trains to London, Exeter</p>

		<p>and the South West. However, trains need to be more frequent with stops at all times to all neighbouring stations, including Cranbrook and Pinhoe.</p> <p>The bus from The Square to small communities such as Ottery St Mary and Sidmouth is within 400m of the site but buses are infrequent.</p> <p>The bus stop to Exeter is approx. 1.0 km from the site at Hand and Pen, via Church Road. Church Road is narrow with fast-flowing traffic. It has no pavements throughout its entire length and has an uphill gradient.</p> <p>There are no resting places. Church Road is the main route through the village from the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p> <p>There are no cycle ways connecting our village with other locations.</p>
13.To maintain and enhance the environment in terms of air, soil and water quality	<p><b>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</b></p> <ul style="list-style-type: none"> <li>· Is the site in agricultural use?</li> <li>· Is the site adjacent to a main road?</li> <li>· Is there sewerage capacity?</li> <li>· Is the site within or adjacent to an area prone to flooding?</li> </ul>	<p><b>Slightly negative impact.</b></p> <p>The site is in agricultural use.</p> <p>The site has no road access. On the south side of the site an existing dead-end road can be opened up to access the site via Bramley Gardens. Bramley Gardens is currently an unclassified cul-de-sac. A more suitable way of accessing the site should be sought.</p> <p>The site itself is not prone to flooding and sits outside the Flood Zone</p> <p>We are not sure about sewerage capacity.</p>
14.To contribute towards a reduction in local emissions of greenhouse gases	This is unlikely to be relevant at this stage	
15.To ensure that there is no increase in the risk of flooding	<p><b>Sites within areas known to flood should be avoided if possible.</b></p> <ul style="list-style-type: none"> <li>· Is the site in or adjacent to an area known to flood or identified on the floodzone maps?</li> </ul>	<p><b>Negative impact</b></p> <p>The site itself is not prone to flooding and sits outside the flood zone.</p>
16.To ensure that energy consumption is as efficient as possible	This is unlikely to be relevant at this stage	
17.To promote wise use of waste resources whilst reducing waste production and disposal	This is unlikely to be relevant at this stage	
18.To maintain sustainable growth of employment for East Devon, to match levels of jobs with the economically	<p><b>Ideally new development should be located within 400m (or at most 600m) of employment sites</b></p> <p>Note- employment opportunities are limited in many villages, with most workers commuting out. You may consider that</p>	<p><b>Neutral impact with respect to size only.</b></p> <p>The site is large enough to accommodate housing with double garages and small businesses.</p>

active workforce	<p>employment land should be identified in your settlement.</p> <ul style="list-style-type: none"> <li>· Is there a need for additional employment eg small business units/storage/office space?</li> <li>· Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements?</li> </ul>	<p><b>Negative impact with regards to employment and transport links.</b></p> <p>There are no local employment opportunities within walking distance. Workers will need to commute to work.</p> <p>New employment opportunities will be available at Cranbrook, the Science Park, Sky Park and the Intermodal Freight Facility.</p> <p>Transport links from Whimble will need to be improved.</p> <p>The train station is within 100m of the site with trains to London, Exeter and the South West. However, trains need to be more frequent with stops at all times to all neighbouring stations, including Cranbrook and Pinhoe.</p> <p>The bus stop to Sidmouth and Ottery St Mary is approximately 400m away in The Square.</p> <p>The bus stop to Exeter is approx. 1.0km from the site at Hand and Pen, via Church Road, Church Road is the main route through the village to the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p> <p>There are no cycle ways connecting our village with other locations</p>
19.To maintain and enhance the vitality and viability of the Towns of East Devon	This is unlikely to be relevant at this stage	
20.To encourage and accommodate both indigenous and inward investment	This is unlikely to be relevant at this stage	

Any other observations

Better way of accessing the site required.

Footpath directly to the village avoiding Bramley Gardens required.

Safe pedestrian walking from Church Road to the Square required.

Village plan supports the formation of a footpath from The Square to Hand and Pen.

Establish better Transport Links:

We would like an increased number of trains stopping at Whimble.

We need a better bus service.

What about Park and Ride? Park at Hand and Pen somewhere and ride on the bus to Exeter and Honiton.

Whilst all facilities are within walking distance, exit from the village to the A30 is via Church Road – traffic relating to a 21<sup>st</sup> century household will need to pass through the village – each resident per house with own car, utility traffic, visitors.

## Site Assessment Checklist

The East Devon Local Plan has been subject to a Sustainability Appraisal, which is a legal requirement to ensure that the social, environmental and economic impacts of development are appropriately considered. It is important that a consistent approach is followed for all parts of the Plan, therefore the objectives used in the Sustainability Appraisal are used as the basis of the criteria for assessing the sites in the villages. The strategic nature of the objectives means that some are more applicable to large urban developments, however we have adapted them to apply to the smaller scale of development in the villages as far as possible.

We would like you to use the criteria in the second column to assess the sites identified for your village, considering whether development of each site is likely to result in a positive, neutral or negative impact. Please complete one form for each site under consideration and add comments in the last column. Examples of completed forms are available. Some objectives are unlikely to be applicable at this scale of development, for instance because they are dealt with at a later stage in the planning/building process, and so the criteria column states that this is not likely to be relevant at this stage. An example of this would be crime reduction or greenhouse gas emissions which are dealt with when detailed designs are drawn up. You can comment on these issues if you wish to but are not expected to.

**Bold** criteria (in column 2) should be adhered to unless there is a strong reason for not doing so, for instance if no site is available within 400m of services then, by default, a site further away will need to be allocated. A series of questions are included to enable a more detailed assessment.

If you wish to include further information, eg photographs of sites to support your assessment please attach them to the form. We can accept forms in hard copy sent to Planning Policy, EDDC, knowle, Station Road, Sidmouth, Devon EX10 8HL or electronically sent to [croddway@eastdevon.gov.uk](mailto:croddway@eastdevon.gov.uk)

**Settlement Name: Whimble Parish, East Devon**

**Site: W316 Land near the top of Grove Road**

Please return these forms by 30<sup>th</sup> November 2012

<b>Sustainability Appraisal Objectives used to assess the East Devon Local Plan Policies</b>	<b>Criteria to apply to all sites in the villages</b>	<b>Comments</b>
1.To ensure everybody has the opportunity to live in a decent home	This is unlikely to be relevant at this stage	No comment required at this stage
2.To ensure all residents have access to community services	<p><b>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services eg shop, hall, bus stop.</b></p> <ul style="list-style-type: none"> <li>· Is the route flat, if not is the gradient reasonable for the less mobile?</li> <li>· If steep, are resting places available?</li> <li>· Are footpaths available to avoid traffic conflict?</li> <li>· Are access routes lit?</li> </ul>	<p><b>This site is positively located with respect to distance only.</b></p> <p><b>With reference to the other points the site is negatively located.</b></p> <p>From local facilities in The Square to the site near the top of Grove Road walkers will encounter a steady uphill gradient stretching about 480m. There are no resting places and no available space to place them along the route.</p> <p>Grove Road, having been a country lane has no pavements, forcing pedestrians to share the road with traffic. At certain pinch points</p>

	?	<p>driveways constitute passing places for cars. The speed limit is 30 mph. A further 100m walk is required along Broadway to The Square, which is a single width road with no pavements. 'Priority to oncoming traffic' measures are in force in the direction from the school to The Square. There is a second, paved route to The Square about 50m from the site via Westview Close, Dince Hill Close and a Public Right of Way. However the PRW runs alongside a brook and is steep, very narrow and unsuitable for the elderly and infirm. This route takes pedestrians away from the train station, the doctors' surgery and the school. There is street lighting along the east side of Grove Road only, which is supported on telegraph poles. The bus stop to Exeter is approx. 1.5km from the site at Hand and Pen. The journey from The Square to Hand and Pen is approximately 600m via Church Road, Church Road is narrow with fast-flowing traffic. It has no pavements throughout its entire length and has an uphill gradient. There are no resting places. Church Road is the main route through the village to the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area. The train station is within 600m of the site with trains to London and the South West. However, trains need to be more frequent with stops at all neighbouring stations.</p>
3.To provide for education and skills	<p><b>In settlements with schools, new development should be located within 400m (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>· Is the route flat, if not is the gradient reasonable for the less mobile?</li> <li>· If steep, are resting places available?</li> <li>· Are footpaths available to avoid traffic conflict?</li> <li>· Are access routes lit?</li> <li>· The access criteria are as question 2</li> </ul>	<p><b>The site is positively located with respect to distance only.</b></p> <p><b>With reference to the other points the site is negatively located.</b></p> <p>The school is within 600m of the site. The comments from Q2 re unsafe road conditions on Grove Road strongly apply. From Grove Road children will be required to walk 50m up School Hill to the entrance of the school. School Hill has no pedestrian walkways. The safer, indirect, paved route to The Square will take children away from the school entrance so <b>all children will be required to walk down Grove Road during commuter time – which is 480m of narrow country lane with no pavement.</b></p> <p>The bus pickup point to the two secondary schools at Ottery St Mary and Broadclyst are within 600m of the site on Talaton Road and The Square. Comments from Q2 re unsafe road conditions on Grove Road, Broadway and School Hill strongly apply.</p>
4.To improve the population's health	<p><b>New development should ideally have access to healthcare facilities. This is not possible in most villages but sites should be located close to recreation space and off-road paths</b></p>	<p><b>The site is positively located with respect to distance only.</b></p> <p><b>With reference to the other points the site is negatively located.</b></p> <p>The site is within 600m of the surgery.</p>

	<ul style="list-style-type: none"> <li>Is the site within walking distance of healthcare facilities, footpaths or cycle routes?</li> <li>Is the site adjacent to a recreation space?</li> </ul>	<p>The comments from Q2 re unsafe road conditions on Grove Road strongly apply. The safer indirect route to The Square takes walkers away from the surgery entrance so all users will be required to walk down Grove Road. A further 100m walk is required along School Hill to the surgery which has no pavements. 'Priority to oncoming traffic' measures are in force in the direction from the school to The Square. On returning to the site from the surgery patients will encounter a 480m steady uphill walk on unpaved road. There are no resting places. There is no recreational space within 600m of the site. The site is within 50m of our existing public footpath network with urban and rural paths. There are no cycle paths in the village.</p>
5.To reduce crime and fear of crime	This is unlikely to be relevant at this stage	No comment required at this stage
6.To reduce noise levels and minimise exposure of people to noise and other types of pollution	<p><b>New development should not be sited where adverse noise levels will be caused by or to residents</b></p> <ul style="list-style-type: none"> <li>Is the site adjacent to a main vehicle route (eg. 'A' road or railway)?</li> <li>Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?)</li> <li>Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)?</li> </ul>	<p><b>Neutral impact.</b></p> <p>The site opens onto a class 'C' road. The site is not adjacent to any noisy activities. On the south side the site abuts the rear gardens of houses situated on Grove Road. Construction noise will have an impact. The site is agricultural land.</p>
7.To maintain and improve cultural, social and leisure provision	This is unlikely to be relevant at this stage but it would be helpful to note any particular needs that could be met/part met by new development eg. green space, new village hall	No comment required at this stage.
8.To maintain and enhance built and historic assets	<p><b>New development should not be located where it will harm the character or setting of an historic asset</b></p> <ul style="list-style-type: none"> <li>Will new development impact upon the setting or character of a historic building or Conservation Area?</li> <li>Approximately how far away are they?</li> </ul>	<p><b>Slightly Negative impact.</b></p> <p>The site abuts the Development Boundary. It is approximately 480m from the conservation area and the church but it does sit within 50m of the New Churchyard burial ground.</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p><b>Priority should be given to previously used land and new development should be located adjacent to or within the existing Built-up Area Boundary to minimise impact on the countryside and prevent sprawl. Sites remote from the existing settlement should not be considered appropriate.</b></p>	<p><b>Slightly negative impact.</b></p> <p>The site abuts the development boundary. It is a green field site for agricultural use and has not been previously developed. It is not set within a designated landscape. The site is at the top of a hill and falls away to the north and east. It can</p>

	<ul style="list-style-type: none"> <li>Is this a greenfield site?</li> <li>Are there existing buildings/has the site been previously developed?</li> <li>Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area?</li> <li>Can the site be seen from public footpaths/roads/other vantage points?</li> <li>How prominent is the site when viewed from outside it, and from approximately how far away?</li> <li>How prominent is the site when viewed from adjoining properties?</li> </ul>	<p>be seen from the west and north side of the village approximately 500m away and from public footpaths. The site is tucked behind the rear of the houses on Grove Road so has minimal visual impact from Grove Road. The impact of the development on neighbours would depend on the number of houses built and house design.</p>
<p>10.To maintain the local amenity, quality and character of the local environment</p>	<p><b>New development should not be located where it will have a significant impact on local amenity or character</b></p> <ul style="list-style-type: none"> <li>Will development have a significant adverse impact on local amenity?</li> <li>Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)?</li> </ul>	<p><b>Negative impact</b></p> <p>Whimble is an agricultural village built around a <b>very old network of agricultural lanes</b>. The arrival of the train line has had an irreversible negative impact on the flow of traffic around the village with 3 rail bridges causing narrow pinch points. Increased domestic and utility traffic from additional new development north of The Square would have a negative impact regarding traffic flow out of the village along Church Road, which is the main route out of the village to the south. Broadclyst Road to the west has a single car width pinch point at Knowle Cross, with thatched cottages on either side of the carriageway. Holly Ball Lane at Cross Town to the east has a single width pinch point on the railway bridge. Existing hedgerows should be retained.</p>
<p>11.To conserve and enhance the biodiversity of East Devon</p>	<p><b>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</b></p> <ul style="list-style-type: none"> <li>These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation</li> </ul>	
<p>12.To promote and encourage non-car based modes of transport and reduce journey lengths</p>	<p><b>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>The criteria are as per question 2</li> </ul>	<p><b>The site is positively located with respect to distance only.</b></p> <p><b>With reference to the other points the site is negatively located.</b> The train station is within 500m from the site. Access to the station is via Grove Road only and the comments from Q2 regarding the conditions on Grove Road strongly apply. In addition, Whimble is an agricultural village built around a <b>very old network of agricultural lanes</b>. The arrival of the train line has had an</p>

		<p>irreversible negative impact on the flow of traffic around the village with 3 railway bridges causing narrow pinch points. The T-Junction of Grove Road and Broadway is a particularly narrow, hazardous spot and already has difficulty accommodating large vehicles, including routine delivery lorries. Increased domestic and utility traffic would have a negative impact.</p> <p>The bus from The Square to small communities such as Ottery St Mary and Sidmouth is within 500m of the site. From the bus stop in The Square to the site via Grove Road walkers will encounter a <b>steady uphill gradient</b> stretching about 480m. Comments from Q2 regarding conditions on Grove Road strongly apply.</p> <p>There is an indirect, paved route to The Square about 50m from the site via Westview Close, Dince Hill Close and a Public Right of Way. However, the PRW runs alongside a brook and is steep, very narrow and unsuitable for the elderly and infirm.</p> <p>The bus to Exeter is 1.9 km from the site at Hand and Pen. There is a footpath 50m from the site to Church Road via West View Close and Dince Hill Close. The journey from The Square to Hand and Pen is approximately 600m via Church Road, Church Road is narrow with fast-flowing traffic. It has no pavements throughout its entire length and has an uphill gradient. There are no resting places. Church Road is the main route through the village to the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p>
<p>13.To maintain and enhance the environment in terms of air, soil and water quality</p>	<p><b>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</b></p> <ul style="list-style-type: none"> <li>· Is the site in agricultural use?</li> <li>· Is the site adjacent to a main road?</li> <li>· Is there sewerage capacity?</li> <li>· Is the site within or adjacent to an area prone to flooding?</li> </ul>	<p><b>Slightly negative impact.</b></p> <p>The site is in agricultural use and opens onto a class 'C' road The site itself is not prone to flooding as it falls away to the North.</p> <p>We are not sure about sewerage capacity.</p>
<p>14.To contribute towards a reduction in local emissions of greenhouse gases</p>	<p>This is unlikely to be relevant at this stage</p>	<p>No comment needed.</p>
<p>15.To ensure that there is no increase in the risk of flooding</p>	<p><b>Sites within areas known to flood should be avoided if possible.</b></p> <ul style="list-style-type: none"> <li>· Is the site in or adjacent to an area known to flood or identified on the floodzone maps?</li> </ul>	<p><b>Potential Negative impact.</b></p> <p>Whimple has an extensive flood zone which runs through the heart of the village. Flooding affecting houses and roadways has occurred several times in many different areas of the village over the past 15 years.</p> <p>The site is situated on top of a hill and falls away to the North and East. At the bottom of the site is one of the many drainage brooks in Whimple,</p>

		some of which are classified as critical water courses. Run-off water from the site currently drains into a brook that travels through the Flood Zone in centre of the village before joining the Clyst tributaries near the site of Cranbrook. Development of the site may create more run-off water, thus increasing the amount entering the brook and heightening the risk of flooding. The development at Cranbrook may also slow down the flow of the water out of the village causing an acute back-flow and a greater risk of flooding.
16.To ensure that energy consumption is as efficient as possible	This is unlikely to be relevant at this stage	No comment needed
17.To promote wise use of waste resources whilst reducing waste production and disposal	This is unlikely to be relevant at this stage	No comment needed
18.To maintain sustainable growth of employment for East Devon, to match levels of jobs with the economically active workforce	<p><b>Ideally new development should be located within 400m (or at most 600m) of employment sites</b></p> <p>Note- employment opportunities are limited in many villages, with most workers commuting out. You may consider that employment land should be identified in your settlement.</p> <ul style="list-style-type: none"> <li>· Is there a need for additional employment eg small business units/storage/office space?</li> <li>· Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements?</li> </ul>	<p><b>Positive impact with respect to size only.</b></p> <p>The site is large enough to accommodate housing with double garages and small businesses.</p> <p><b>With reference to the other points the site is negatively located with regard to employment and transport links.</b></p> <p>There are no local employment opportunities within walking distance. Workers will need to commute to work.</p> <p>New employment opportunities will be available at Cranbrook, the Science Park, Sky Park and the Intermodal Freight Facility.</p> <p>All transport links from Whimple will need to be improved.</p> <p>The train station is within 100m of the site with trains to London, Exeter and the South West. However, trains need to be more frequent, with stops at all times to all neighbouring stations, including Cranbrook and Pinhoe.</p> <p>The bus stop to Sidmouth and Ottery St Mary is approximately 400m from the site in The Square but buses are infrequent.</p> <p>The bus stop to Exeter is approx. 1.5km from the site at Hand and Pen. The journey from The Square to Hand and Pen is approximately 600m via Church Road, Church Road is the main route through the village to the A30. It has a speed limit of 30 mph in the rural section slowing to 20 mph in the built up area.</p> <p>There are no cycle ways connecting our village with other locations.</p>
19.To maintain and enhance the vitality and viability of the Towns of East Devon	This is unlikely to be relevant at this stage	No comment needed at this stage

20.To encourage and accommodate both indigenous and inward investment	This is unlikely to be relevant at this stage	No comment needed at this stage
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Any other observations

Village plan supports the formation of a footpath from The Square to Hand and Pen.

Establish better Transport Links:

We would like an increased number of trains stopping at Whimple.

We need a better bus service.

What about Park and Ride? Park at Hand and Pen somewhere and ride on the bus to Exeter and Honiton.

Whilst all facilities are within walking distance, exit from the village to the A30 is via Church Road – traffic relating to a 21<sup>st</sup> century household will need to pass through the village – each resident per house with own car, utility traffic, visitors.