

[REDACTED]

From: Susan Wadhams [REDACTED]
Sent: 14 January 2023 17:27
To: Planning Policy
Cc: [REDACTED]
Subject: Proposed new homes in Lymptstone.

Categories: Reg.18 consultation

Dear Sirs

I would like to express my concerns regarding the proposed new build homes within the Parish of Lymptstone.

As you can see from the attached publications below by EDC and others, Lymptstone has a unique presence within East Devon. It lies immediately alongside the River Exe. It is not a “drive through” village. All three roads that enter the village - that of Church Road, Bergmanns Hill and Strawberry Hill have NO footways. These roads into the heart of the village are used by delivery lorries, cars, pedestrians, cyclists, dog walkers, children walking to the village school, horse riders from the fields in the village alike. The village CENTRE has an increasingly popular public slipway onto the river Exe and a sailing club where craft are launched from the harbour slipway, two pubs and the village surgery. All of these have NO parking and are in the narrow roads (please see attachment below) that have to be negotiated by all of the above.

Sailing in all its forms goes on in the village as well as “wild swimming”, and paddle boards/ canoes/ dinghies all get taken down to the slipways. Some are taken down “on foot” on trollies, others are unloaded onto either of the slipways and the cars are then parked in the only village car park with has a capacity for 86 cars. The only alternative is for cars to be parked “on street” if any empty space can found. Double yellow lines are prominent and rightly so.

There is NO priority residential parking in Lymptstone.

If more new residents from the new homes use these facilities - and this is a proven fact by the number of new builds already in Lymptstone - this will stress the village centre beyond its capacity and capability. There are at least three permanent residents in the village that have to use mobile scooters (could be more) to get to the village shop which is also the village post office. One in Underhill, one in Bergmanns Hill and one further up the village beyond Church Road. The ever increasing traffic that they have to ride alongside is worrying.

When we came to Lymptstone in 2008 our house was not habitable. The renovation work was immense. We were unable to stay in the house and the only B&B that was available then was on the other side of the A376 off of Wooten Lane. Now there are a huge number of B&B/ holiday lets on several websites - many in the village centre. I have researched these in detail and I hope that you do too. Very few have on site parking and quote “the public car park” and “free on street parking”. Any parking in the village centre is well beyond capacity. The B&B facilities are used year round and facilitated often professionally which means more traffic.

The “new” Exe Trail is a magnet for bird watchers in the winter months and for walkers year round. This is also a cycle path **which** runs in part on the congested Strand which is the hub and centre of the village.

Lymptstone Station with it’s half hourly service into Exeter has parking for 13 cars - although in reality it is always full because everybody has nowhere else to park .

The surgery has no parking (see **below**).Residents who do not live within walking distance have to use the village car park and pay - if they can find a space. This - the only car park has two disabled parking spaces. National guidelines state that there should be 6 per cent disabled parking spaces available. In a nutshell what I’m pointing out is that without building new infrastructure for schools / medical practices/ drainage / sewage and parking Lymptstone will not be able to cope and just as importantly completely lose its identity. In addition the A376 is so congested. In the summer the car parks in Exmouth

are full to capacity and the only A road out is the A376. The emergency services have nightmare journeys along the A376.

IF new homes do get the infrastructure that is necessary to sustain their existence then it should be in place at the time of build. After the event will likely be inevitable.

I feel strongly that new homes ought to be small affordable housing.

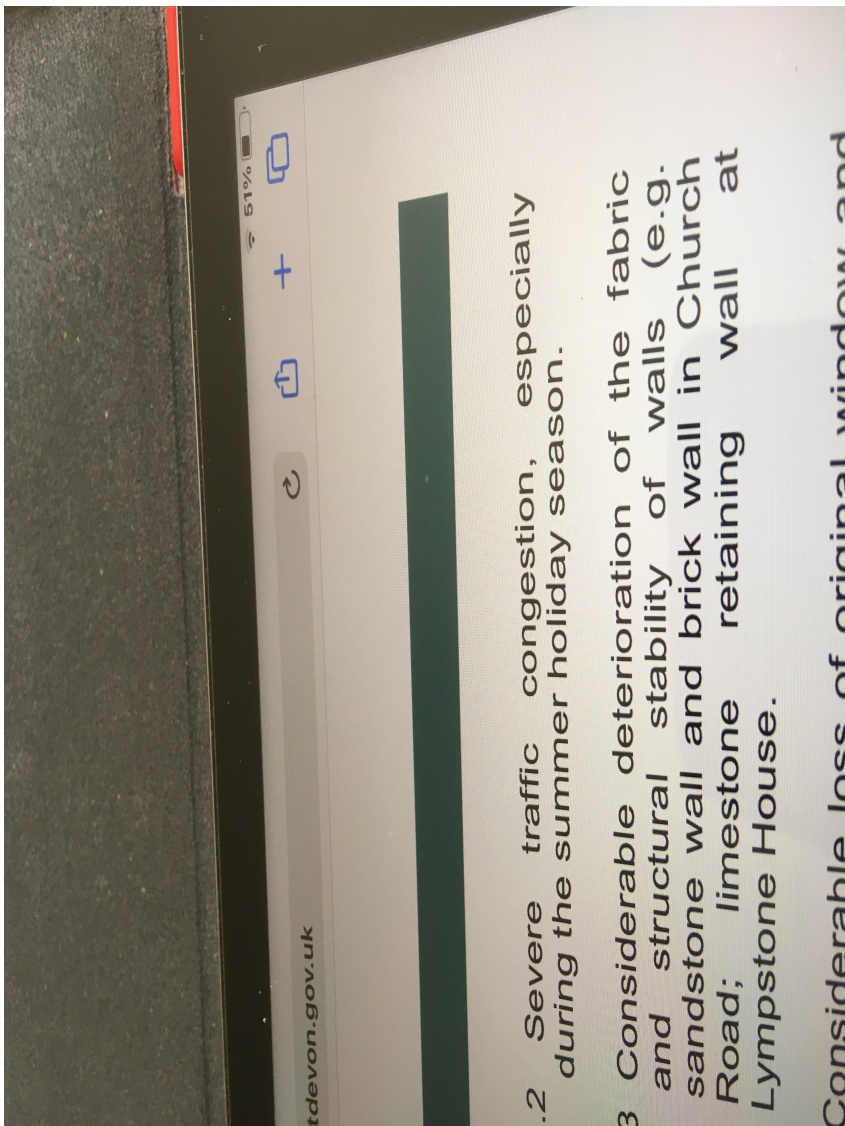
Lympstone is on the brink of losing its cross section as a community with new housing being on larger side and very expensive. I realise that everything has to move on and more homes do have to be supplied to meet demand but not everybody can afford the luxury buildings that are already emerging in a Lympstone.

I also feel that ALL NEW BUILD ought to come with solar roof panels and electric charging points for cars. With no footpaths in a large part of residential Lympstone it is essential that charging points be incorporated in new homes (see attachment below). We are only seven years away from all new cars having to be fuelled by electricity and so far we are way off that target in respect of servicing/providing their charging facilities.

I would appreciate a return email to confirm that this notification has been received by the correct party at EDDC planning.

Yours faithfully

S Wadhams





18:43 Mon 19 Jul
special architectural and historic interest. However, it is the quality and interest of the areas as a whole that merits Conservation Area status.

When the Council considers which area should become a Conservation Area it considers the whole area as well as individual buildings and landscapes. The factors it considers include:

- The history of the area
- The layout of streets, plots and boundaries
- The mix of land uses
- Building styles and historic architecture
- Use of traditional materials
- Open spaces between buildings
- Important views within the conservation area and of the conservation area

Shop fronts and advertisements

Street furniture

Landscape and Trees

What is a Conservation Area protected?

If additional planning controls exist to ensure that the special quality of the designated area are not undermined by the loss or damage of features or damaged by inappropriate, insensitive developments, it may mean that they cannot develop; change is often necessary to meet the demands of modern living as our historic buildings and

The Harbour and Old Fishing Village

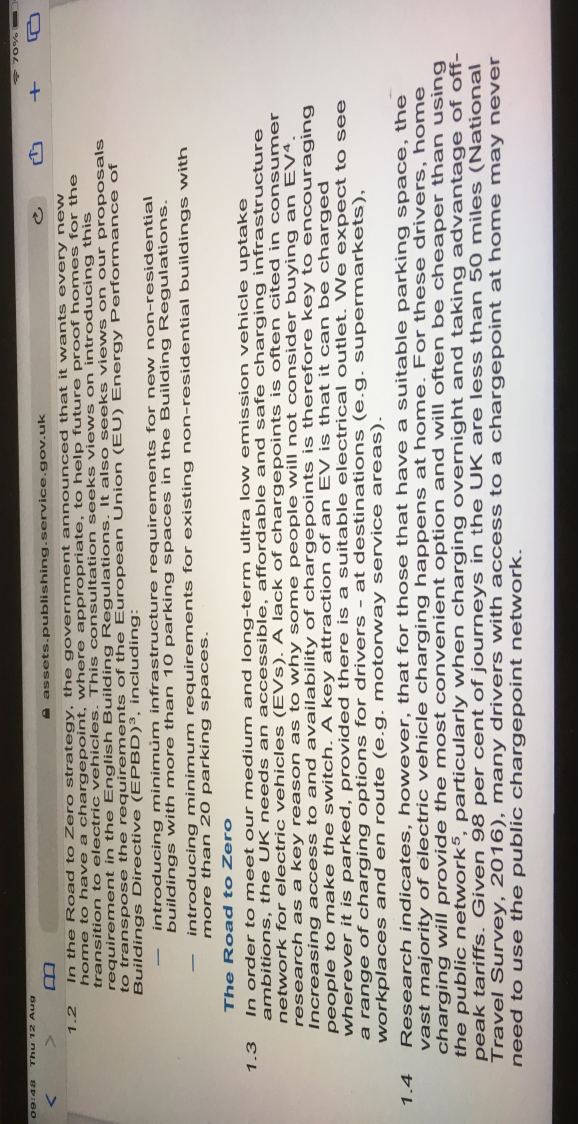
Situated mainly west of the railway, this earliest part of the settlement is very compact and of considerable density and intricacy. Penetration by traffic is necessarily difficult or even impossible along the considerable network of narrow alleyways and access courts, particularly in the southernmost part of the old village. This character is continued to the east of the railway along The Strand as far as the junction with Burgmann's Hill.

SUMMARY

2.1 Lymptone is a village of exceptional character readily accessible by train or motor vehicle, even by boat. The very intricate and varied scale of development at great density whilst retaining privacy conveys the distinctive atmosphere of a fishing village of a quality rarely found in Devon.

1.2 As vehicles are not easily accommodated there is considerable congestion in peak holiday periods. This has had an adverse affect on the conservation area. Having regard to its special quality, Lymptone is considered to be particularly deserving of a more detailed assessment that would include proposals for enhancement and have regard to traffic circualtion and car parking proposals.

3 The landscape setting and wider historic context of the site



Lympstone Conservation Area Management Plan

- **Severe traffic congestion during summer months.**
This problem is a result of the tight-knit network of roads in the village centre and an increased car usage with pressure upon on-road parking and car parks. Street scenes are marred by cars parked in all but the tightest of roads and this together with the flow of traffic could be managed in a way that enhances the character and appearance of the conservation area. Input into any management projects being considered by Devon County Council Highways Authority is recommended. This could include feasibility studies on the flow of traffic through the village, the location of on-road parking and the design and usage of car parks. The recent near completion of a cycle route linking Lympstone to Exmouth and Exeter will hopefully help towards a reduction in car movements together with a continued drive to car share and increase public transport use.