

From: Colonel G Wheeler [REDACTED]
Sent: 02 January 2023 13:13
To: Planning Policy
Subject: The East Devon Local Plan - Consultation
Attachments: lymptone - Development.pdf

Dear Sir or Madam,

The East Devon Development Plan – Consultation – Lymptone

10 years or so ago the parishioners of Lymptone grasped the unique offer of being able to decide how they wanted their much-loved village to develop under new government plans to localise democracy. The process was arduous and often bureaucratically frustrated but eventually a plan evolved which was supported in a referendum by an overwhelming majority of voters. The plan was to last until 2026. The most important issues decided by the community were;

1. The village should not be developed to any significant extent such that its unique character was compromised by the poor design or construction of any new development.
2. Care should be taken that further development should not saturate the very restricted road system inside the village. This placed a limit on development within the village boundary simply because there is no space near the centre of the village for additional car-parking.
3. Further development should not be of a size that would overwhelm the capacity of the school or the GP surgery.
4. The Green wedge must be preserved – both within the village curtilage in order to preserve green open space – and outside it (to stop coalescence with Exmouth).

The Plan

I wish to object to the plans for Lymptone because;

5. One important and large area comprised of two parcels of “Green Wedge” land (LP GH/ED/72 and LP_GH/ED/73 – see attached plan) is a preferred site, presumably for the 197 or so houses to be constructed close to the village. EDC is obviously completely ignorant of the traffic pressures in Lymptone. Cars and lorries attempting to navigate the single carriage way through-road (the Strand/ Church Road and Longmeadow Road) often produce bottle necks, particularly on the corner abutting Bergmann’s Hill. This traffic pressure will only increase, probably to the point of unsustainability, with nearly 200 more houses. The loss of these two sites to more indifferent building would represent a 25% increase in the built size of the existing village, it would derogate the Village Design Statement (possibly illegally) and obliterate a visual amenity of great significance (the approach to Lymptone down Nutwell Road is presently rural but would become suburban). The Village school could not cope with such a consequent increase in population and nor could the surgery.
6. The Green Wedge land marked LP-Lymp 07 to the North of Courtlands Lane is a second choice. The village rejected building on this land in the last 10 years and the rejection went through the Appeal process as far as the Secretary of State when the rejection was confirmed. The danger of coalescence if this site is developed is very significant.
7. The Map given for Lymptone is actually for the village and its immediately curtilage; it is not the parish as a whole. This act of geographical legerdemain disguises the intention to build a further 300 houses within the parish boundaries. It is highly probable that these semi-detached communities will wish to take advantage of village amenities which will further increase pressure on the extremely congested roads within the parish whilst simultaneously adding to pressure on the school and the surgery.
8. The Lymptone Neighbourhood Plan of 2014 noted that the parish contained 949 dwellings (814 of which were within the 2012 Built Up Area Boundary (BuAB) of the East Devon Local Plan. The Parish, if this latest

plan is endorsed, will have in excess of 1500 dwellings and over 1000 of them will be within the BuAB. There is nothing proportionate or defensible about a development of this size – which so dramatically exceeds anything the village itself called for 10 years ago - as far as Lympstone is concerned.

Summary

The rate at which money passes through the economy – the so-called Transaction Frequency or TF - has long been a metric used by Whitehall to calculate tax revenues. The higher the frequency, the greater the revenue. One of the best accelerants for TF is housing. There is a great deal of camouflage around the need for “affordable housing” but the largest proportion by far of all housing transactions are for median income purchasers. Land is sold for building bought by speculators, Buy for Let purchasers or people moving into or upwards in the housing market. This perfectly natural behaviour meets with planners approval because, ultimately it has everything to do with TF which is a principal fiscal metric for Whitehall and thus a target which Local Government is obliged to accept. There is no objective defence in this plan for;

- 9. Overturning the wishes of a community established by a government-backed local referendum;
- 10. Increasing the BuAB by 25%;
- 11. Compromising the existing roads, parking spaces, school and surgery by a dramatic increase in the village population;
- 12. Building on Green Wedge land,
- 13. Building on land that the community rejected and which the then S of S rejected,
- 14. Compromising the visual amenity of the approach to the village;
- 15. Compromising the existing, and currently marginal, drainage and sewerage infrastructure.

Yours Sincerely,

Colonel (Retd) G F Wheeler

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