

To East Devon Planning Dept 25<sup>th</sup> January 2023

Comments on EDDC 2022 proposals for New Housing Development in Lympstone 2031-4

Dear Sir/Madam

Here are the comments of my wife and myself on the recent EDDC proposals for new housing development for 2031-2040 in and around Lympstone in the East Devon Local Plan..

I understand that these are based on Government issued house building targets for the entire EDDC local plan area. However Central Government has recently decided that the target figures are advisory only, which allows EDDC to tailor their housing targets to get the best fit with the many other local planning objectives and constraints that it has, vide the following paragraph.

In the Local Plan review areas have been identified as suitable for housing development without proper consideration of their impact on the present infrastructure, which in many case is already under severe pressure. This gives the impression that in many towns/villages housing developments have been identified to make up numbers rather than extend local communities in a way blends in as far as is sensible with the existing natural and man-made environment and its status, I.e. as part of the local Coastal Conservation Area and an Area of Outstanding Natural Beauty and its proximity to a site of special scientific interest (SSSI), in this case the lower Exe Estuary.

### **Comments/Objections on proposals in relation to Lympstone Village.**

In 2021 Lympstone village population was approximately 1835. The first choice areas suggested for development in the review would provide an additional 200+ houses increasing the population by some 600, an increase of 33%. If all areas for development are included this would rise to circa 65%.

The review notes no specific advantages that the suggested target sites would deliver other than meeting the EDDC housing targets. However we believe there would be significant disadvantages which the report ignores..

The review states that more development would create additional demands where services are already under severe pressures, resulting in more trips beyond Lympstone. This would give increased use of the A376 which already suffers from severe congestion and also add to the carbon emissions.

It is understood that the primary school is unable to take any more pupils, and certainly the number likely to be generated by 600 new homes. So as things stand there would be more residents in Lympstone whose children would have to travel elsewhere to school, adding to the congestion on the roads.

The sites suggested are all in the Coastal Preservation Area. Large developments such as those proposed will lead to adverse recreational pressure from new residents on sensitive areas such as the CPA and the Exe Estuary SSSI. Large development will also have a negative affect on Landscape and Bio Diversity, and there would be a loss of high grade agricultural land, as well as infringement of the “Green Wedge”.

There are limited pavements in Lympstone village. Main access to the village from development at Meeting Lane would be either via Burgmans Hill or Strawberry Hill. Both are severely sub standard in respect of width and pavement provision. Meeting Lane itself is a one lane road and bus route with no specific passing spaces, or pavement except for the stretch through the existing built up area at its western end. It could not safely handle much additional vehicular or pedestrian traffic without being rebuilt as a two lane road with at least one pavement. With regard to the development NE of Nutwell Lane, the Lane itself is a two lane road and could serve the largest proposed new housing estate, but has no pavements alongside most of its route to the village centre. The proposed development would create a significant increase in pedestrian and traffic movements along it, thereby increasing the potential for serious accidents as things stand now.

There is already very considerable pressure on parking provision within the village, especially in the village centre, the location of almost all the shops, services and the railway station. Development on the scale proposed would create very significant extra demand for parking in the centre that would be extremely difficult, if not impossible, to satisfy.

The proposed development would also considerably increase pressure on GP services, surface water drainage and sewerage disposal, and considerable and timely investment would be needed to augment these facilities to satisfy their requirements.

The impression gained from the consultation document in the case of Lympstone - and in fact what is stated in the Review Document - is that Local Plan only helps secure new housing provision. The outline plan does not:

- make any provision for recreation space &/or community facilities alongside the planned housing,

- demonstrate how the occupants of the new housing sites can safely access the existing village facilities, whether they be drivers, cyclists, wheelchair users or pedestrians.

This numbers-led exercise has also only been achieved by an arbitrary increase in the "Settlement Boundary" beyond the current LP boundary along Meeting Lane, which also coincides with the parish boundary.

Trying to meet a numbers target - which we now know is not a legal requirement - in Lympstone with what are in local terms major additions to the housing stock that will have a significant impact on existing services and the means by which they are accessed is inappropriate. It makes more sense to provide the bulk of the additional local housing requirement in a location that provides - or is planned from the outset to provide -

- pedestrian, wheelchair, cyclist and vehicular access to community and commercial services, supported by better public transport services where appropriate

- sufficient health facilities and sewage disposal.

In this respect option 1 - a new town or village(s) - would seem a better way forward.

Please confirm receipt of these objections/comments.

Regards  
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