

Site Assessment and Methodology – Lympstone Parish



1. Methodology

1. Village Boundary Line Review was handed over to Parish Council Working Party who were already working on the Neighbourhood Plan. This WP consisted of 4 Parish Councillors, 1 joint Parish and District Councillor, 1 District Councillor and 6 non-councillor parishioners. One non-councillor was designated as "People's Champion" and was paid to lead the focus groups and the village meetings – he attended all WP meetings and gave views and opinions but did not have a vote. Specifically he was tasked with the independent role.
2. The WP compiled a list of possible sites.
 - ✚ SHLAA sites, sites submitted by The Lympstone Land Owners Association, sites submitted by parishioners, sites known to the WP plus any other submissions
3. Collated all known data on sites and obtained landowners consent (where applicable and necessary).
4. Produced an initial set of 5 "Test Criteria" – these were expanded to 10 by
 - a. Factoring in EDDC Sustainability Assessment tests
 - b. Feedback from Focus Groups and testing with the Housing Development Focus Group.
5. The "Test Criteria" were further tested by the WP and the definitions improved
6. Scoring – each WP member scored each site as Green "Fully complying with the criteria" = 2pts, Amber "Could comply with criteria with minor modifications to policy" = 1pt, Red "Does not comply or directly contradictory to the criteria" = 0pt. Where a member declared an "interest" then they left that site's points blank. The number of points for each site was totalled and divided by the number of members scoring to give an average score for that site out of a maximum possible of 20.
7. The Test Criteria, definitions and scoring were presented to the Parish Council, agreed and signed off on Monday 1st October.
8. The WP completed the assessment of all viable locations on Monday 8th October.
9. The list of viable locations, with recommendations, was passed to the Parish Council for their agreement and ratification on Monday 15th October.
10. The final list with back up detail of Methodology was presented to the Parish at a Village Meeting on the 23rd and 24th November 2012.
11. Minor alterations were made to this list – Singleton sites were deleted as was Lympstone House where circumstances had changed and the WP could not guarantee the site as "Developable".
12. The final "Preferred List" and associated documentation was signed of by the Parish Council on Monday 3rd December 2012

2. Criteria Used

1	Vehicle access to location	Vehicle access to location does not compromise safety or congestion
2	Pedestrian access to community services	New developments should be located within 750m of most facilities. Account should be taken of gradient, pavements, lighting only in extreme circumstances. Within distance and good (Green) slightly over distance or roads with no pavements or with steep hills (Amber) over distance and roads with no pavements or with steep hills (Red)
3	Pedestrian access to primary school	New developments should be located within 750m of school. Account should be taken of gradient, pavements, lighting. As 2 above
4	Pedestrian access to transport	New developments should be located within 750m of public transport facilities. Account should be taken of gradient, pavements, lighting. As 2 above
5	Proximity to Built-up Area Boundary	Priority should be given to locations within the BAB (Green) or adjacent to the BAB (Amber). Sites remote from the settlement should be excluded (Red)
6	Maintain the local amenity, quality and character of the local environment	The extent of intrusion into local open space, Coastal Protection Zone, Green Wedge or other amenity area. None (Green), Minor (Amber), Major (Red)
7	Not increasing congestion in the village centre	The location should not contribute to congestion within the village centre (Cox's Hill to bottom of Burgmann's Hill). Vehicular access to the A376 should not involve using the village centre. Fully meets requirement (Green) some additional congestion (Amber), adds to congestion (Red)
8	Compatible with the existing Urban Grain	The pattern of the arrangement of streets blocks, plots and their buildings in a settlement. The degree to which an area's pattern of blocks and plot subdivisions is respectively small and frequent (fine grain) or large and infrequent (coarse grain). Compatible with locality (Green), Minor inconsistencies (Amber), Major inconsistencies (Red)
9	Maintain or enhance the special character of the village	New Development should not be located where it will harm the character or setting of an historic asset or be detrimental to the existing character of the village. Somewhat subjective. No effect or enhancement (Green), some effect (Amber), detrimental (Red). Red scores should be annotated with a reason in the comments box
10	Will not lead to coalescence	Coalescence is seen as the biggest threat to the Lympstone Community. No incremental threat (Green), Minor incremental threat (Amber), Major incremental threat (Red)

Red = 0 points = Fails the criteria

Amber = 1 point = Falls slightly short of the criteria

Green = 2 points = Fully meets or exceeds the criteria

3. Notes on Criteria and Assessments

1) Distances

- ✚ Lympstone Village is a rectangular settlement stretching 1.1km from the Exe Estuary in the west to the A376 at The Saddlers in the East (as the crow flies). North-South from the new EDDC houses on Meeting Lane in the north to the edge of the BBL in the south is 760m. The “Centre of the village” is considered to be The Strand outside the Swan Inn, Londis Store and Sheers Cafe and only 80m from the Post Office and 50m from the Railway Station. Given this point as a village centre then the following distances apply:-
 - ✚ Centre to Primary School, Church and Village Hall = 450m
 - ✚ Centre to Saddlers Arms and A376 = 1,150m
 - ✚ New EDDC houses on Meeting Lane to :- School 500m; Centre 960m; Railway Station 935m
 - **As a result of the foregoing the Working Party felt that the distance criteria proposed by EDDC at 400 to 600m was too restrictive and would not adequately differentiate sites. Accordingly in the Assessment Criteria the “Green” band was extended to less than 750m**

2) Hills

- ✚ The Village of Lympstone lies in a valley formed by the Wotton Brook. Historically the village consisted of two villages the “Farmers” to the East and “The Fishermen” to the west. Over time the two have merged and filled the valley. More modern post WWI and WWII developments have slowly claimed the hills either side of the valley.
- ✚ The majority of developable land is therefore on or over a hill from the previously defined “Village Centre”. Burgmann’s Hill, School Hill, Strawberry Hill, Church Path, Cox’s Hill and Underhill Close are all accepted challenges of daily life.
 - **As a result of the foregoing the Working Party felt that the aforementioned hills did not merit any exception from the distance criteria on the basis of “gradients” and were not considered exceptional.**

3) Pavements

- ✚ Lympstone Village is characterised by a lack of pavements. Of the main access roads (Burgmann’s Hill, Strawberry Hill, Longmeadow Road, Church Road, The Strand, Sowden Lane and Cox’s Hill) there is only 150m of pavement in Longmeadow Road.
- ✚ Elsewhere in the village pavements only exist on the newer built developments, Glebelands, Trafalgar Road, Jackson’s Meadow, Greenhill Avenue, Grange Close/Birch Close, Underhill Crescent, Chapel Road and Highcliffe Close.
- ✚ Many of the surrounding lanes are very narrow, single track roads with passing places
 - **As a result of the foregoing the Working Party felt that pavements were not a factor in the criteria but that the use of surrounding lanes was very important and should be avoided where possible.**

4) Footpaths

- ✚ Lympstone Village has a network of footpaths which in some small way compensate for the lack of pavements. Of particular note :-
 - Underhill to Church Road = 135m
 - Underhill Car Park to The Strand = 70m
 - Trafalgar Road to The Primary School – over Candy’s Field = 225m
 - Burgmann’s Hill to The Station – via The Avenue = 255m
- ✚ There are also a number of significant footpaths outside of the village but within the Parish Boundary – The East Devon Way, Clay Lane of note.

- **The Working Party would like to see the network of footpaths in the village extended**

5) Flood Risk

- ✚ There is a flood zone in Lympstone running from the Saddlers down the Wotton Brook to the River Exe. Whilst some of the prospective sites are adjacent to the flood zone, none are in the flood zone itself and none have a record of flooding.
 - **The Working Party accordingly discounted this criteria**
- ✚ There has been considerable anxiety expressed through our consultations at the impact significant development within the Parish would have on existing surface and foul water drainage. The Wotton Brook is the main drainage for all surface water and is already under pressure. The manhole at the Saddlers regularly “blows” from the pressure of water coming down Exmouth Road and Wotton Lane and surface water regularly runs down Longmeadow Road to the drain at the bottom of Maltfields.
 - **The Working Party has taken due note of these concerns and believe that the proposed sites will not exacerbate the situation unduly. However they do voice their concerns at “L18/W174 Land to the rear of garages – Longmeadow Road” where suitable holding tanks would be a pre-requisite. “L13/W332 Land to East of Strawberry Hill and west of A376” is of even more concern since the drain running NE/SW across the middle of the site would be put under intense pressure – this feeds into a underground culvert that runs under Rose Cottage and Pretty Corner exiting in the Wotton Brook. Before any consideration could be given to development of this land the Environment Agency should be commissioned to carry out an extensive survey and community consultation.**

6) Sewerage Capacity

- ✚ Sewerage can be an issue in Lympstone although cannot be considered a major one at present. For each chosen location there is considered to be capacity, however the Working Party believe that there is not surplus capacity for a single major development without major further investment by South West Water
 - **The Working Party believes that before any consideration could be given to any major single development South West Water needs to undertake a full review of capacity.**

7) Designated Landscape

- ✚ AONB is not relevant to Lympstone
 - **This has been replaced by “Green Wedge “ and “Coastal Protection Zone” as a “Designated Landscapes”**

4. Scoring Matrix

				Vehicle access to location	Pedestrian access to community services	Pedestrian access to primary school	Pedestrian access to transport	Proximity to BBL	Maintain the local amenity, quality and character of the local environment	Not increasing congestion in the village centre	Compatible with existing urban grain	Maintain or enhance the special character of the village	Will not lead to coalescence				Cum. # Houses	
	W #	Land Name	Pot #	1	2	3	4	5	6	7	8	9	10	Pts	Scorers	Score		
L19		Higher Orchard	0	Deleted - as singleton development														
L16		The Old Rectory – Burgmann’s Hill	6	20	20	20	20	20	18	19	18	16	20	191	10	19.1	6	
L1		Jackson Meadow 2 (Smaller)	6	15	20	20	20	20	17	19	20	18	19	188	10	18.8	12	
L17		Lympstone House	0	Deleted -since this site has been subsequently put up for sale we can no longer confirm it's availability for development														12
L9		Jackson Meadow 1 (Larger)	13	16	20	20	20	20	16	19	16	13	19	179	10	17.9	25	
L2		Land to E of Strawberry Hill and E of The Grange	0	Deleted - as singleton development														25
L18	W174	Land N of Long Meadow Road behind garages	12	5	9	18	18	18	15	15	15	14	17	144	9	16.0	37	
L7	W119	Lympstone Nurseries	9	18	20	20	20	12	12	14	11	12	15	154	10	15.4	46	
L8	W337	Land to rear of Town Dairy	4	14	20	20	20	12	12	14	11	12	14	149	10	14.9	50	
L6	W307	Land to North of Glebelands	15	17	10	20	20	10	11	17	13	11	15	144	10	14.4	65	
L6a	W307a	Land to North of Glebelands	65	17	10	20	20	10	11	17	13	11	15	144	10	14.4	130	
L5	W125	North of allotments, access off Underhill Cres	3	10	18	18	18	9	9	5	13	11	8	119	9	13.2	133	
L4	W340	Land to rear of 2 Paynes Cottages - Lynchfield	0	Deleted - Report from Devon Highways rejects development														133
L12	W69	N of allotments and E of railway track off Underhill Close	9	13	20	10	20	10	10	5	12	10	9	119	10	11.9	142	
L13	W332	Land to East of Strawberry Hill and west of A376	80	19	10	20	20	10	3	16	3	1	13	115	10	11.5	222	
L33	W343	Land Off Clay Lane		Deleted - Report from Devon Highways rejects development														222
L10	W339	Courtlands Lane Nursery Site	3	11	0	0	9	0	7	14	8	10	6	65	9	7.2	225	
L32	W339	Courtlands Lane/Sowden Lane		11	0	0	9	0	7	14	8	10	6	65	9	7.2	225	
L11	W315	Car repair shop, Courtlands Lane	3	11	0	0	9	0	6	14	6	10	6	62	9	6.9	228	
L15	W202	Land to NW of Courtlands Cross		15	0	0	18	0	0	13	1	0	0	47	8	5.9	228	
L14	W310	Land to E of Hulham Road and N of Marley Drive	4	19	0	0	0	0	4	19	6	5	5	58	10	5.8	232	

The above table is the result of the above Methodology and Criteria when applied to the sites placed before the Parish Council Working Party. The sites are shown ranked with the highest rated locations first. Our target can be achieved by the first 5 locations all bar one of which (L7 – Lympstone Nurseries) can be achieved within the current Built-up Area Boundary. The next 3 locations should be held in reserve should any of the first 7 fall by the wayside.

5. Variations

The Parish Council have applied no variations or overview to the objective scoring.

Site Assessment

Settlement Name:- Lymptone Parish

Site:- The Old Rectory, Burgmann's Hill

Confirmed availability. The Church Commissioners have expressed a wish to work with the Parish Council to produce an acceptable development scheme within 5 years. 6 – 9 dwellings.

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>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services e.g. shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The “Centre of the village” is considered to be The Strand outside the Swan Inn, Londis Store and Sheers Cafe and only 80m from the Post Office and 50m from the Railway Station. The site is located 660m from the Village Centre.</p> <p>Yes Partially</p>
3.To provide for education and skills	<p>In settlements with schools, new development should be located within 400m (or at most 600m).</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The Village Primary School and Pre-School are located at the top of School Hill adjacent to the Village Hall. The site is located 500m from the Primary School</p> <p>Yes Partially</p>
4.To improve the population's health	<p>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</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities? • Is the site within walking distance of footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>There is a Doctor's Surgery in Underhill that operates as a satellite from the Claremont Practice, Exmouth. There is a surgery every week day and a dispensary for prescriptions.</p> <p>Yes – 680m from the surgery</p> <p>Yes – 270m from an access to the Exe Estuary Trail.</p> <p>Yes – the site is 270m from Avenue Field and 270m from Candy's Field</p>
5.To reduce crime and fear	This is unlikely to be relevant at this stage	

of crime		
6.To reduce noise levels and minimise exposure of people to noise and other types of pollution	<p>New development should not be sited where adverse noise levels will be caused by or to residents</p> <ul style="list-style-type: none"> • Is the site adjacent to a main vehicle route (e.g.. ‘A’ road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (e.g.. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (e.g.. new family housing or employment adjacent to sheltered accommodation)? 	<p>Apart from the A376 and the railway (now on continuous line so not nearly as loud) there are no noise nuisances within the Parish.</p> <p>No</p> <p>No</p> <p>There will inevitably be some construction noise to the immediate 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 e.g.. green space, new village hall	No
8.To maintain and enhance built and historic assets	<p>New development should not be located where it will harm the character or setting of an historic asset</p> <ul style="list-style-type: none"> • Will new development impact upon the setting or character of a historic building or Conservation Area? • Approximately how far away are they? 	<p>No</p> <p>N/A</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p>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.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance Green Wedge or a Coastal Preservation Area? • Can the site be seen from public footpaths/roads/other vantage points? • How prominent is the site when viewed from 	<p>Site is located within the Built-up Area Boundary</p> <p>No</p> <p>Yes – there is an existing house on the plot which we would expect to be demolished as part of the development</p> <p>No</p> <p>Yes – the site has mature trees but would be visible from Burgmann’s Hill</p> <p>Only prominent from the adjacent road.</p>

	<p>outside it, and from approximately how far away?</p> <ul style="list-style-type: none"> How prominent is the site when viewed from adjoining properties? 	Only prominent from immediate neighbours
10.To maintain the local amenity, quality and character of the local environment	<p>New development should not be located where it will have a significant impact on local amenity or character</p> <ul style="list-style-type: none"> Will development have a significant adverse impact on local amenity? Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)? 	<p>No</p> <p>No – there are a number of existing mature trees which are subject to TPOs – we would envisage these remaining – where possible. Some were ring barked and we do not know the full extent of this action.</p>
11.To conserve and enhance the biodiversity of East Devon	<p>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</p> <ul style="list-style-type: none"> These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation 	No effect
12.To promote and encourage non-car based modes of transport and reduce journey lengths	<p>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</p> <ul style="list-style-type: none"> Are footpaths available to avoid traffic conflict? Are access routes lit? 	<p>Lympstone has a railway station on the Exeter-Exmouth line. A bus service Exeter- Exmouth (57) on the A376 at The Saddlers and also Exeter - Exeter Airport - Woodbury - Jubilee Drive (56A) - Exmouth - Sidmouth (56B) from a stop on Meeting Lane. The site is 500m from the station and 100m from the nearest bus stop.</p> <p>Some – The Avenue 270m away</p> <p>Partially</p>
13.To maintain and enhance the environment in terms of air, soil and water quality	<p>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</p> <ul style="list-style-type: none"> Is the site in agricultural use? Is the site adjacent to a main road? Is there sewerage capacity? 	<p>No</p> <p>No</p> <p>See Notes On Criteria item 6</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>Sites within areas known to flood should be avoided if possible.</p> <ul style="list-style-type: none"> Is the site in or adjacent to an area known to flood or identified on the flood zone maps? 	There is a flood zone in Lypstone running from the Saddlers down the Wotton Brook to the River Exe. Whilst some of the prospective sites are adjacent to the flood zone, none are in the flood zone itself and none have a record of flooding.
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>Ideally new development should be located within 400m (or at most 600m) of employment sites</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>There is limited opportunity for employment within the village outside of the local shops and pubs.</p> <p>There is a good train service to Exeter and Exmouth and a bus service along the A376 and a more limited bus service via Exeter Airport from Meeting Lane.</p> <p>The Neighbourhood Plan and the Parish Plan have both identified the need for small business units/storage/office space.</p> <p>Of greater need is a good broadband connection (now being put in place) to support the growing number of home workers in the community.</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 : This site scored well against our criteria with no red scores.

Have you attached additional information? No

Site Assessment

Settlement Name:- Lymptone Parish Site:- Jackson Meadow (2) Smaller

This is the first of 2 sites adjoining Jackson Meadow a development completed in 2008 – this site is on additional land accessed through the existing entrance to the estate and is anticipated to be for 6 homes. The developer has an option from the land owner and is in advanced discussions with EDDC.

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>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services e.g. shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The “Centre of the village” is considered to be The Strand outside the Swan Inn, Londis Store and Sheers Cafe and only 80m from the Post Office and 50m from the Railway Station. The site is located 700m from the Village Centre.</p> <p>Yes Partially</p>
3.To provide for education and skills	<p>In settlements with schools, new development should be located within 400m (or at most 600m).</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The Village Primary School and Pre-School are located at the top of School Hill adjacent to the Village Hall. The site is located 300m from the Primary School</p> <p>Yes Partially</p>
4.To improve the population’s health	<p>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</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities? • Is the site within walking distance of footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>There is a Doctor’s Surgery in Underhill that operates as a satellite from the Claremont Practice, Exmouth. There is a surgery every week day and a dispensary for prescriptions.</p> <p>Yes – the site is located 750m from the surgery.</p> <p>Yes – the site is 550m from an access point to the Exe Estuary Trail</p> <p>Yes – the site is 150m from Candy’s Field and 100m from a small children’s playground</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>New development should not be sited where adverse noise levels will be caused by or to residents</p> <ul style="list-style-type: none"> • Is the site adjacent to a main vehicle route (e.g.. ‘A’ road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (e.g.. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (e.g.. new family housing or employment adjacent to sheltered accommodation)? 	<p>Apart from the A376 and the railway (now on continuous line so not nearly as loud) there are no noise nuisances within the Parish.</p> <p>No</p> <p>No</p> <p>The site is immediately adjacent to the first phase of Jacksons Meadow so disruption to residents is inevitable during construction</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 e.g.. green space, new village hall	
8.To maintain and enhance built and historic assets	<p>New development should not be located where it will harm the character or setting of an historic asset</p> <ul style="list-style-type: none"> • Will new development impact upon the setting or character of a historic building or Conservation Area? • Approximately how far away are they? 	<p>No</p> <p>N/A</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p>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.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance Green Wedge or a Coastal Preservation Area? • Can the site be seen from public footpaths/roads/other vantage points? 	<p>The site is within the Built-up Area Boundary and adjacent to a recent development – Jackson Meadow.</p> <p>No</p> <p>Yes</p> <p>No</p> <p>The site is adjacent to Candy’s Field and will be seen from this public open space, however that is also true of the existing houses so there is</p>

	<ul style="list-style-type: none"> • How prominent is the site when viewed from outside it, and from approximately how far away? • How prominent is the site when viewed from adjoining properties? 	<p>no detriment As above</p> <p>As Above</p>
10.To maintain the local amenity, quality and character of the local environment	<p>New development should not be located where it will have a significant impact on local amenity or character</p> <ul style="list-style-type: none"> • Will development have a significant adverse impact on local amenity? • Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)? 	<p>No</p> <p>No</p>
11.To conserve and enhance the biodiversity of East Devon	<p>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</p> <ul style="list-style-type: none"> • These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation 	N/A
12.To promote and encourage non-car based modes of transport and reduce journey lengths	<p>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>Lympstone has a railway station on the Exeter-Exmouth line. A bus service Exeter- Exmouth (57) on the A376 at The Saddlers and also Exeter - Exeter Airport - Woodbury - Jubilee Drive (56A) - Exmouth - Sidmouth (56B) from a stop on Meeting Lane. The site is 700m from the station and 300m from the nearest bus stop.</p> <p>Yes – there are good footpath links to both means of transport</p> <p>Partially</p>
13.To maintain and enhance the environment in terms of air, soil and water quality	<p>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</p> <ul style="list-style-type: none"> • Is the site in agricultural use? • Is the site adjacent to a main road? • Is there sewerage capacity? 	<p>No</p> <p>No</p> <p>See Notes On Criteria item 6</p>
14.To contribute towards a reduction in local emissions	This is unlikely to be relevant at this stage	

of greenhouse gases		
15.To ensure that there is no increase in the risk of flooding	<p>Sites within areas known to flood should be avoided if possible.</p> <ul style="list-style-type: none"> Is the site in or adjacent to an area known to flood or identified on the flood zone maps? 	There is a flood zone in Lypstone running from the Saddlers down the Wotton Brook to the River Exe. Whilst some of the prospective sites are adjacent to the flood zone, none are in the flood zone itself and none have a record of flooding.
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>Ideally new development should be located within 400m (or at most 600m) of employment sites</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>There is limited opportunity for employment within the village outside of the local shops and pubs.</p> <p>There is a good train service to Exeter and Exmouth and a bus service along the A376 and a more limited bus service via Exeter Airport from Meeting Lane.</p> <p>The Neighbourhood Plan and the Parish Plan have both identified the need for small business units/storage/office space.</p> <p>Of greater need is a good broadband connection (now being put in place) to support the growing number of home workers in the community.</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 :-

Jackson Meadow is a development of 52 properties of mixed type completed in 2008. Properties range from 5 bedroom detached houses to two bedroom flats. Access to the development is off Trafalgar Road. The land owner has granted a developer options on two parcels of land on the South/South West boundary of the existing development. This site relates to the smaller plot in the North Westerly sector of the existing development.

During the Planning Decision stage of the original development the Planning Committee of EDDC placed a Section 106 order on the developer (Cavanna Homes) which along with other conditions obliged Cavanna Homes to improve access to the development by widening Trafalgar Road. Due to whatever reasons whilst this was placed as a condition of the planning agreement it was never incorporated into the Section 106 document. As a consequence this road improvement to the existing development was never completed – despite appeals to Cavanna Homes.

Access to the existing development is a real issue along relatively narrow roads lined with parked cars. This site development of 6 houses along with a further 11 to 13 at the larger site will place additional strain on the access infrastructure.

The completion of the road improvement scheme, or an additional access to the development, would be a major condition of any planning application for this site.

At the time of the existing development the Parish Council pointed out that the allocation of space for parking on the development was woeful. This has since proved to be the case with cars parked on the pavements and roadside making access within the estate dangerous. As a condition of any approval additional public parking areas must be created for both the existing and new houses.

The provision of open space within the existing development is poor – this is a further item that needs to be factored into any proposed development maybe at the expense of fewer houses.

Access and on-site public parking are two conditions of this scheme.

Have you attached additional information? No

Site Assessment

Settlement Name:- Lymptone Parish Site:- Jackson Meadow (Larger)

This is the second of 2 sites adjoining Jackson Meadow a development completed in 2008 – this site is on additional land accessed through the existing entrance to the estate and is anticipated to be for 11 to 13 homes. The developer has an option from the land owner and is in advanced discussions with EDDC.

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>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services e.g. shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The “Centre of the village” is considered to be The Strand outside the Swan Inn, Londis Store and Sheers Cafe and only 80m from the Post Office and 50m from the Railway Station. The site is located 750m from the village centre</p> <p>Yes Partially</p>
3.To provide for education and skills	<p>In settlements with schools, new development should be located within 400m (or at most 600m).</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The Village Primary School and Pre-School are located at the top of School Hill adjacent to the Village Hall. The site is located 350m from the Primary School</p> <p>Yes Partially</p>
4.To improve the population’s health	<p>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</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities? • Is the site within walking distance of footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>There is a Doctor’s Surgery in Underhill that operates as a satellite from the Claremont Practice, Exmouth. There is a surgery every week day and a dispensary for prescriptions.</p> <p>Yes – 800m</p> <p>Yes – 250m – Exe Estuary Trail access point</p> <p>Yes – 150m</p>
5.To reduce crime and fear	This is unlikely to be relevant at this stage	

of crime		
6.To reduce noise levels and minimise exposure of people to noise and other types of pollution	<p>New development should not be sited where adverse noise levels will be caused by or to residents</p> <ul style="list-style-type: none"> • Is the site adjacent to a main vehicle route (e.g.. ‘A’ road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (e.g.. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (e.g.. new family housing or employment adjacent to sheltered accommodation)? 	<p>Apart from the A376 and the railway (now on continuous line so not nearly as loud) there are no noise nuisances within the Parish.</p> <p>No</p> <p>No</p> <p>No</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 e.g.. green space, new village hall	N/A
8.To maintain and enhance built and historic assets	<p>New development should not be located where it will harm the character or setting of an historic asset</p> <ul style="list-style-type: none"> • Will new development impact upon the setting or character of a historic building or Conservation Area? • Approximately how far away are they? 	<p>The subject site is located to the rear of Lypstone Parish Church, but unlike the existing Jackson Meadow development is set down the hill. There is a green space between the proposed development and the church and we would like this to be preserved in perpetuity</p> <p>Partial – minor</p> <p>75m</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p>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.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance Green Wedge or a Coastal Preservation Area? • Can the site be seen from public footpaths/roads/other vantage points? 	<p>The site is within the Built-up Area Boundary and adjacent to a recent development – Jackson Meadow.</p> <p>Yes</p> <p>Not this particular land – but the location is adjacent to the Jackson Meadow development.</p> <p>No</p> <p>Not easily as it is set down the hill from the existing development</p>

	<ul style="list-style-type: none"> • How prominent is the site when viewed from outside it, and from approximately how far away? • How prominent is the site when viewed from adjoining properties? 	The site is prominent from the existing adjacent Jackson Meadow houses but set down slope. Only as described above.
10.To maintain the local amenity, quality and character of the local environment	<p>New development should not be located where it will have a significant impact on local amenity or character</p> <ul style="list-style-type: none"> • Will development have a significant adverse impact on local amenity? • Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)? 	No No
11.To conserve and enhance the biodiversity of East Devon	<p>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</p> <ul style="list-style-type: none"> • These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation 	No
12.To promote and encourage non-car based modes of transport and reduce journey lengths	<p>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	Lympstone has a railway station on the Exeter-Exmouth line. A bus service Exeter- Exmouth (57) on the A376 at The Saddlers and also Exeter - Exeter Airport - Woodbury - Jubilee Drive (56A) - Exmouth - Sidmouth (56B) from a stop on Meeting Lane. The site is 750m from the station and 350m from the nearest bus stop. Yes – both are well served with footpaths Partially
13.To maintain and enhance the environment in terms of air, soil and water quality	<p>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</p> <ul style="list-style-type: none"> • Is the site in agricultural use? • Is the site adjacent to a main road? • Is there sewerage capacity? 	No No See Notes On Criteria item 6
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>Sites within areas known to flood should be avoided if possible.</p> <ul style="list-style-type: none"> Is the site in or adjacent to an area known to flood or identified on the flood zone maps? 	There is a flood zone in Lympstone running from the Saddlers down the Wotton Brook to the River Exe. Whilst some of the prospective sites are adjacent to the flood zone, none are in the flood zone itself and none have a record of flooding.
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>Ideally new development should be located within 400m (or at most 600m) of employment sites</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>There is limited opportunity for employment within the village outside of the local shops and pubs.</p> <p>There is a good train service to Exeter and Exmouth and a bus service along the A376 and a more limited bus service via Exeter Airport from Meeting Lane.</p> <p>The Neighbourhood Plan and the Parish Plan have both identified the need for small business units/storage/office space.</p> <p>Of greater need is a good broadband connection (now being put in place) to support the growing number of home workers in the community.</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 :-

Jackson Meadow is a development of 52 properties of mixed type completed in 2008. Properties range from 5 bedroom detached houses to two bedroom flats. Access to the development is off Trafalgar Road. The land owner has granted a developer options on two parcels of land on the South/South West boundary of the existing development. This site relates to the larger plot in the South Westerly sector of the existing development.

During the Planning Decision stage of the original development the Planning Committee of EDDC placed a Section 106 order on the developer (Cavanna Homes) which along with other conditions obliged Cavanna Homes to improve access to the development by widening Trafalgar Road. Due to whatever reasons whilst

this was placed as a condition of the planning agreement it was never incorporated into the Section 106 document. As a consequence this road improvement to the existing development was never completed – despite appeals to Cavanna Homes.

Access to the existing development is a real issue along relatively narrow roads lined with parked cars. This site development of 11 to 13 houses along with a further 6 at the smaller site will place additional strain on the access infrastructure.

The completion of the road improvement scheme, or an additional access to the development, would be a major condition of any planning application for this site.

At the time of the existing development the Parish Council pointed out that the allocation of space for parking on the development was woeful. This has since proved to be the case with cars parked on the pavements and roadside making access within the estate dangerous. As a condition of any approval additional public parking areas must be created for both the existing and new houses.

Access and on-site public parking are two conditions of this scheme.

The provision of open space within the existing development is poor – this is a further item that needs to be factored into any proposed development maybe at the expense of fewer houses.

The Parish Council would like to preserve the land between the proposed development and the Church as an open space to protect the character and setting of the historic church. This should be an additional condition on the planning.

Have you attached additional information? No

Site Assessment

Settlement Name:- Lymestone Parish

Site:- Land to E of Strawberry Hill and E of The Grange

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>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services e.g. shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The “Centre of the village” is considered to be The Strand outside the Swan Inn, Londis Store and Sheers Cafe and only 80m from the Post Office and 50m from the Railway Station. The site is located 850m from the Village Centre.</p> <p>Yes Partially</p>
3.To provide for education and skills	<p>In settlements with schools, new development should be located within 400m (or at most 600m).</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The Village Primary School and Pre-School are located at the top of School Hill adjacent to the Village Hall. The site is located 570m from the Primary School</p> <p>Yes Partially</p>
4.To improve the population’s health	<p>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</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities? • Is the site within walking distance of footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>There is a Doctor’s Surgery in Underhill that operates as a satellite from the Claremont Practice, Exmouth. There is a surgery every week day and a dispensary for prescriptions.</p> <p>Yes – 900m Yes – 750m from an access point to the Exe Estuary Trail Yes – Candy’s Field 460m</p>
5.To reduce crime and fear of crime	This is unlikely to be relevant at this stage	
6.To reduce noise levels and	New development should not be sited where adverse noise	Apart from the A376 and the railway (now on continuous line so not

<p>minimise exposure of people to noise and other types of pollution</p>	<p>levels will be caused by or to residents</p> <ul style="list-style-type: none"> • Is the site adjacent to a main vehicle route (e.g.. 'A' road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (e.g.. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (e.g.. new family housing or employment adjacent to sheltered accommodation)? 	<p>nearly as loud) there are no noise nuisances within the Parish. A376 is 25m to the East</p> <p>No</p> <p>No</p>
<p>7.To maintain and improve cultural, social and leisure provision</p>	<p>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 e.g.. green space, new village hall</p>	<p>N/A</p>
<p>8.To maintain and enhance built and historic assets</p>	<p>New development should not be located where it will harm the character or setting of an historic asset</p> <ul style="list-style-type: none"> • Will new development impact upon the setting or character of a historic building or Conservation Area? • Approximately how far away are they? 	<p>No</p> <p>N/A</p>
<p>9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon</p>	<p>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.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance Green Wedge or a Coastal Preservation Area? • Can the site be seen from public footpaths/roads/other vantage points? • How prominent is the site when viewed from outside it, and from approximately how far away? • How prominent is the site when viewed from 	<p>The subject site is located on the edge of existing housing within the curtilage of an existing property. Whilst the existing structure is within the Built-up Area Boundary the garden is not and therefore the proposed site is adjacent to but outside the Built-up Area Boundary.</p> <p>It is within the garden of an existing property There is an existing building which will be retained</p> <p>No</p> <p>Yes (possibly) – A376</p> <p>Little prominence – 250m</p> <p>The site is hidden by tree screening</p>

	adjoining properties?	
10.To maintain the local amenity, quality and character of the local environment	<p>New development should not be located where it will have a significant impact on local amenity or character</p> <ul style="list-style-type: none"> • Will development have a significant adverse impact on local amenity? • Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)? 	<p>No</p> <p>No</p>
11.To conserve and enhance the biodiversity of East Devon	<p>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</p> <ul style="list-style-type: none"> • These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation 	N/A
12.To promote and encourage non-car based modes of transport and reduce journey lengths	<p>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>Lympstone has a railway station on the Exeter-Exmouth line. A bus service Exeter- Exmouth (57) on the A376 at The Saddlers and also Exeter - Exeter Airport - Woodbury - Jubilee Drive (56A) - Exmouth - Sidmouth (56B) from a stop on Meeting Lane. The site is 900m from the station and 400m from the nearest bus stop.</p> <p>Yes but it would be a longer route</p> <p>Partially</p>
13.To maintain and enhance the environment in terms of air, soil and water quality	<p>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</p> <ul style="list-style-type: none"> • Is the site in agricultural use? • Is the site adjacent to a main road? • Is there sewerage capacity? 	<p>No</p> <p>No – 250m</p> <p>See Notes On Criteria item 6</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>Sites within areas known to flood should be avoided if possible.</p> <ul style="list-style-type: none"> Is the site in or adjacent to an area known to flood or identified on the flood zone maps? 	There is a flood zone in Lypstone running from the Saddlers down the Wotton Brook to the River Exe. Whilst some of the prospective sites are adjacent to the flood zone, none are in the flood zone itself and none have a record of flooding.
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>Ideally new development should be located within 400m (or at most 600m) of employment sites</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>There is limited opportunity for employment within the village outside of the local shops and pubs.</p> <p>There is a good train service to Exeter and Exmouth and a bus service along the A376 and a more limited bus service via Exeter Airport from Meeting Lane.</p> <p>The Neighbourhood Plan and the Parish Plan have both identified the need for small business units/storage/office space.</p> <p>Of greater need is a good broadband connection (now being put in place) to support the growing number of home workers in the community.</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 :- Whilst a single dwelling the location would only require a minor amendment to the Built-up Area Boundary and the location stands the criteria evaluation.

Have you attached additional information? No

Site Assessment

Settlement Name:- Lymptone Parish Site:- Land N of Long Meadow Road behind garages W174

This is the first of the SHLAA sites to be assessed and the highest ranking SHLAA site within the criteria.

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>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services e.g. shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The “Centre of the village” is considered to be The Strand outside the Swan Inn, Londis Store and Sheers Cafe and only 80m from the Post Office and 50m from the Railway Station. The site is located 900m from the Centre of the village</p> <p>Yes – but they extend the distance</p> <p>Partially</p>
3.To provide for education and skills	<p>In settlements with schools, new development should be located within 400m (or at most 600m).</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The Village Primary School and Pre-School are located at the top of School Hill adjacent to the Village Hall. The site is located 570m from the Primary School</p> <p>Yes – but they extend the distance</p> <p>Partially</p>
4.To improve the population’s health	<p>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</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities? • Is the site within walking distance of footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>There is a Doctor’s Surgery in Underhill that operates as a satellite from the Claremont Practice, Exmouth. There is a surgery every week day and a dispensary for prescriptions.</p> <p>Yes – 900m</p> <p>The site is 280m from the footpath running down the Wotton brook to the centre of the village and 600m to an access point to the East Devon Way</p> <p>The nearest recreation space is Candy’s Field 700m away</p>
5.To reduce crime and fear	This is unlikely to be relevant at this stage	

of crime		
6.To reduce noise levels and minimise exposure of people to noise and other types of pollution	<p>New development should not be sited where adverse noise levels will be caused by or to residents</p> <ul style="list-style-type: none"> • Is the site adjacent to a main vehicle route (e.g.. ‘A’ road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (e.g.. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (e.g.. new family housing or employment adjacent to sheltered accommodation)? 	<p>Apart from the A376 and the railway (now on continuous line so not nearly as loud) there are no noise nuisances within the Parish. The site is 220m from the A376</p> <p>No</p> <p>Inevitably there will be an impact during construction – but we do not consider it to be unreasonable</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 e.g.. green space, new village hall	Parking within Lymptone is a social problem as well as a traffic and environmental one. Properly managed this development could provide valuable public/residents parking at this eastern extremity of the village. (See below Any Other Observations)
8.To maintain and enhance built and historic assets	<p>New development should not be located where it will harm the character or setting of an historic asset</p> <ul style="list-style-type: none"> • Will new development impact upon the setting or character of a historic building or Conservation Area? • Approximately how far away are they? 	<p>No</p> <p>N/A</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p>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.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance Green Wedge or a Coastal Preservation Area? • Can the site be seen from public footpaths/roads/other vantage points? • How prominent is the site when viewed from 	<p>This land is situated on, but within, the Built-up Area Boundary.</p> <p>Yes</p> <p>No</p> <p>No</p> <p>The site is well protected by the natural topography and surrounding residential development from public view. The site would not be described as prominent</p>

	<p>outside it, and from approximately how far away?</p> <ul style="list-style-type: none"> How prominent is the site when viewed from adjoining properties? 	The site is prominent to the immediate surrounding neighbours
10.To maintain the local amenity, quality and character of the local environment	<p>New development should not be located where it will have a significant impact on local amenity or character</p> <ul style="list-style-type: none"> Will development have a significant adverse impact on local amenity? Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)? 	<p>No – given the provision of extra parking it could have a positive impact.</p> <p>No</p>
11.To conserve and enhance the biodiversity of East Devon	<p>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</p> <ul style="list-style-type: none"> These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation 	N/A
12.To promote and encourage non-car based modes of transport and reduce journey lengths	<p>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</p> <ul style="list-style-type: none"> Are footpaths available to avoid traffic conflict? Are access routes lit? 	<p>Lympstone has a railway station on the Exeter-Exmouth line. A bus service Exeter- Exmouth (57) on the A376 at The Saddlers and also Exeter - Exeter Airport - Woodbury - Jubilee Drive (56A) - Exmouth - Sidmouth (56B) from a stop on Meeting Lane. The site is 950m from the station but only 300m from the nearest bus stop.</p> <p>No</p> <p>Partially</p>
13.To maintain and enhance the environment in terms of air, soil and water quality	<p>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</p> <ul style="list-style-type: none"> Is the site in agricultural use? Is the site adjacent to a main road? Is there sewerage capacity? 	<p>No</p> <p>No</p> <p>This is of particular concern for this location and is covered in “Any Observations” below also see “Notes On Criteria item 6”</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>Sites within areas known to flood should be avoided if possible.</p> <ul style="list-style-type: none"> Is the site in or adjacent to an area known to flood or identified on the flood zone maps? 	There is a flood zone in Lypstone running from the Saddlers down the Wotton Brook to the River Exe. Whilst some of the prospective sites are adjacent to the flood zone, none are in the flood zone itself and none have a record of flooding.
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>Ideally new development should be located within 400m (or at most 600m) of employment sites</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>There is limited opportunity for employment within the village outside of the local shops and pubs.</p> <p>There is a good train service to Exeter and Exmouth and a bus service along the A376 and a more limited bus service via Exeter Airport from Meeting Lane.</p> <p>The Neighbourhood Plan and the Parish Plan have both identified the need for small business units/storage/office space.</p> <p>Of greater need is a good broadband connection (now being put in place) to support the growing number of home workers in the community.</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:-

The landowner's agent has advised us that his client intends to submit to build 15 homes on this location. The Parish Council feels this to be excessive given the issues surrounding this location.

- I. This site has been the subject of a planning application for two houses and was rejected due to poor access on to Longmeadow road. Whilst there are solutions to this issue we are unaware that it has yet been resolved and until such time as a resolution is found this site is undevelopable.

- II. As previously stated parking is a major issue along Longmeadow Road, a major artery into the village from the A376. There are limited opportunities to ease the situation, this site location being one. The Parish Council would like to see an agreement reached between EDDC, The Parish Council and the developer to reduce or even exclude an affordable housing contribution in exchange for the provision of additional public/residents parking. This to be of a permeable nature thus alleviating the runoff and sewerage concerns in iii) below.
- III. Water runoff is a major issue from the land behind Longmeadow Road on its length between Meadow Close and just West of Pretty Corner. This is the lowest section of the road and is already prone to flooding. This section is a natural valley collecting water from the South East and North West hillsides. Any development of this land will take away more natural soak away and increase runoff. Whilst supportive of this development the Parish Council is very much aware of this issue and the flooding concerns it raises with local residents.

Reducing the housing density and the provision of additional parking is a compromise solution that would produce a win/win solution for both the developer and the local community – once access has been resolved.

Have you attached additional information? No

Site Assessment

Settlement Name:- Lympstone Parish Site: - Lympstone Nurseries W119

This site is located opposite the Parish Church to the South side of Church Road.

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>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services e.g. shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The “Centre of the village” is considered to be The Strand outside the Swan Inn, Londis Store and Sheers Cafe and only 80m from the Post Office and 50m from the Railway Station. The site is located 480m from the Centre of the Village.</p> <p>Yes Partially</p>
3.To provide for education and skills	<p>In settlements with schools, new development should be located within 400m (or at most 600m).</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The Village Primary School and Pre-School are located at the top of School Hill adjacent to the Village Hall. The site is located 170m from the Primary School</p> <p>Yes Partially</p>
4.To improve the population’s health	<p>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</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities? • Is the site within walking distance of footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>There is a Doctor’s Surgery in Underhill that operates as a satellite from the Claremont Practice, Exmouth. There is a surgery every week day and a dispensary for prescriptions.</p> <p>Yes – 540m</p> <p>Yes – 560m to the Exe Estuary Trail and immediately adjacent to a footpath</p> <p>Yes – 200m to Candy’s Field</p>
5.To reduce crime and fear of crime	This is unlikely to be relevant at this stage	
6.To reduce noise levels and	New development should not be sited where adverse noise	Apart from the A376 and the railway (now on continuous line so not

<p>minimise exposure of people to noise and other types of pollution</p>	<p>levels will be caused by or to residents</p> <ul style="list-style-type: none"> • Is the site adjacent to a main vehicle route (e.g.. ‘A’ road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (e.g.. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (e.g.. new family housing or employment adjacent to sheltered accommodation)? 	<p>nearly as loud) there are no noise nuisances within the Parish.</p> <p>No</p> <p>No</p> <p>No</p>
<p>7.To maintain and improve cultural, social and leisure provision</p>	<p>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 e.g.. green space, new village hall</p>	<p>The total plot size is approximately 1.5ha with the proposed development taking 0.47ha – the owner proposes to pass the remaining area to the Parish Council for community use. This is further explained in “Any other observations”.</p>
<p>8.To maintain and enhance built and historic assets</p>	<p>New development should not be located where it will harm the character or setting of an historic asset</p> <ul style="list-style-type: none"> • Will new development impact upon the setting or character of a historic building or Conservation Area? • Approximately how far away are they? 	<p>Yes – the site is opposite the Parish Church and is situated within the Lymptstone Conservation Area. See “Any other observations” below.</p> <p>50m</p>
<p>9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon</p>	<p>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.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance Green Wedge or a Coastal Preservation Area? • Can the site be seen from public footpaths/roads/other vantage points? • How prominent is the site when viewed from outside it, and from approximately how far away? 	<p>Whilst in the heart of the village the subject site is adjacent to but outside the Built-up Area Boundary.</p> <p>No – the site for the development is currently used as a nursery and is a brownfield site.</p> <p>Yes</p> <p>Yes – Green Wedge. The site is on the Northern boundary line of the Green Wedge.</p> <p>Yes – Church Road and the surrounding area.</p> <p>This is a prominent location situated in the heart of the village and inevitably would be visible from the surrounding area.</p>

	<ul style="list-style-type: none"> How prominent is the site when viewed from adjoining properties? 	Prominent
10.To maintain the local amenity, quality and character of the local environment	<p>New development should not be located where it will have a significant impact on local amenity or character</p> <ul style="list-style-type: none"> Will development have a significant adverse impact on local amenity? Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)? 	<p>No – the development will improve the local amenity.</p> <p>No – no trees will be removed. The proposal will save in perpetuity the open space opposite the parish church down through the water meadows to the Wotton Brook.</p>
11.To conserve and enhance the biodiversity of East Devon	<p>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</p> <ul style="list-style-type: none"> These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation 	N/A
12.To promote and encourage non-car based modes of transport and reduce journey lengths	<p>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</p> <ul style="list-style-type: none"> Are footpaths available to avoid traffic conflict? Are access routes lit? 	<p>Lympstone has a railway station on the Exeter-Exmouth line. A bus service Exeter- Exmouth (57) on the A376 at The Saddlers and also Exeter - Exeter Airport - Woodbury - Jubilee Drive (56A) - Exmouth - Sidmouth (56B) from a stop on Meeting Lane. The site is 560m from the station and 580m from the nearest bus stop.</p> <p>For the railway station – not by the most direct routes. For the bus there is a significant amount of footpaths.</p> <p>Partially</p>
13.To maintain and enhance the environment in terms of air, soil and water quality	<p>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</p> <ul style="list-style-type: none"> Is the site in agricultural use? Is the site adjacent to a main road? Is there sewerage capacity? 	<p>No</p> <p>No</p> <p>See Notes On Criteria item 6</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>Sites within areas known to flood should be avoided if possible.</p> <ul style="list-style-type: none"> Is the site in or adjacent to an area known to flood or identified on the flood zone maps? 	There is a flood zone in Lypstone running from the Saddlers down the Wotton Brook to the River Exe. Whilst some of the prospective sites are adjacent to the flood zone, none are in the flood zone itself and none have a record of flooding.
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>Ideally new development should be located within 400m (or at most 600m) of employment sites</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>There is limited opportunity for employment within the village outside of the local shops and pubs.</p> <p>There is a good train service to Exeter and Exmouth and a bus service along the A376 and a more limited bus service via Exeter Airport from Meeting Lane.</p> <p>The Neighbourhood Plan and the Parish Plan have both identified the need for small business units/storage/office space.</p> <p>Of greater need is a good broadband connection (now being put in place) to support the growing number of home workers in the community.</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:-

The subject site is not without its complications – the land is outside the Built-up Boundary Line, in a Conservation Area and into the Green Wedge and accordingly cannot score too highly against the given criteria. Our belief is that a carefully managed development in willing cooperation with the land owners can produce a result that as a community we can be proud of and be a worthy asset to pass on to our children.

- I. For 9 housing plots in the North East corner of the site (currently greenhouses) and a brownfield site.
- II. The provision of additional parking for local residents which would take parked cars off the currently dangerous bends.

III. The proposal would also provide for occasional parking for the church (weddings and funerals) which is currently given free by Lymptone Nurseries

IV. Provide a large open space for the community in perpetuity stretching from Church Road in front of the Church down to the Wotton Brook.

This would without doubt “promote the conservation and wise use of land and protect and enhance the landscape character of East Devon”.

Despite the foregoing there is the counter argument that any development opposite the church would be detrimental to “the local amenity, quality and character of the local environment” and would breach too many sacrosanct policies. We believe that the former view with the added benefits that this development could bring to our community, outweighs the latter. We would quote a respected Lymptone resident Mr Peter Young (formerly CEO Teignbridge Council and Assistant CEO Devon County Council) “A slight overprovision would be a sound tactical policy for the PC. The obvious candidate to add to the preferred list is the nursery site. Accepting some minor flood plain restraints - it's situation outside the village 'boundary' is illogical seen against the overall development pattern. This should be revisited. The location cries out for the village to take the initiative to make something happen. Equally important is how this is done, by way of a small sensitive development, dedication of open space and provision of some parking. This would be positive rather than reactive planning. Action would surely strengthen the PC's hand in resisting less suitable sites.” We concur totally with this statement.

Have you attached additional information?:- No

Site Assessment

Settlement Name:- Lympstone Parish Site:- Land behind Town Dairy Cottage (Meadowgate) W337

This location was a late entry to the 2012 SHLAA list. For 6 to 8 dwellings it has yet to be assessed by the SHLAA panel. The site location is immediately to the East of W119 Lympstone Nurseries

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>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services e.g. shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The “Centre of the village” is considered to be The Strand outside the Swan Inn, Londis Store and Sheers Cafe and only 80m from the Post Office and 50m from the Railway Station. The site is located 480m from the Centre of the Village.</p> <p>Yes – but the preferred route Partially</p>
3.To provide for education and skills	<p>In settlements with schools, new development should be located within 400m (or at most 600m).</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The Village Primary School and Pre-School are located at the top of School Hill adjacent to the Village Hall. The site is located 17m from the Primary School</p> <p>Yes Partially</p>
4.To improve the population’s health	<p>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</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities? • Is the site within walking distance of footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>There is a Doctor’s Surgery in Underhill that operates as a satellite from the Claremont Practice, Exmouth. There is a surgery every week day and a dispensary for prescriptions.</p> <p>Yes – 540m</p> <p>Yes – 560m to the Exe Estuary Trail and immediately adjacent to a footpath</p> <p>Yes – 200m to Candy’s Field</p>
5.To reduce crime and fear of crime	This is unlikely to be relevant at this stage	

<p>6.To reduce noise levels and minimise exposure of people to noise and other types of pollution</p>	<p>New development should not be sited where adverse noise levels will be caused by or to residents</p> <ul style="list-style-type: none"> • Is the site adjacent to a main vehicle route (e.g.. ‘A’ road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (e.g.. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (e.g.. new family housing or employment adjacent to sheltered accommodation)? 	<p>Apart from the A376 and the railway (now on continuous line so not nearly as loud) there are no noise nuisances within the Parish.</p> <p>No</p> <p>No</p> <p>No</p>
<p>7.To maintain and improve cultural, social and leisure provision</p>	<p>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 e.g.. green space, new village hall</p>	<p>N/A</p>
<p>8.To maintain and enhance built and historic assets</p>	<p>New development should not be located where it will harm the character or setting of an historic asset</p> <ul style="list-style-type: none"> • Will new development impact upon the setting or character of a historic building or Conservation Area? • Approximately how far away are they? 	<p>Whilst only 70m from the Parish Church the proposed development is behind a terrace of Devon thatch cottages.</p> <p>Within the Conservation Area but no impact on a historic building</p> <p>70m</p>
<p>9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon</p>	<p>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.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance Green Wedge or a Coastal Preservation Area? • Can the site be seen from public footpaths/roads/other vantage points? • How prominent is the site when viewed from outside it, and from approximately how far away? 	<p>Adjacent but outside the Built-up Area Boundary yet in the heart of the village.</p> <p>No – it is the rear garden of an existing property.</p> <p>Yes – Green Wedge and Lympstone Conservation Area</p> <p>Yes – from the adjacent public footpath but not from the road.</p> <p>The site cannot be regarded as prominent tucked away behind the row of Devon cottages</p>

	<ul style="list-style-type: none"> How prominent is the site when viewed from adjoining properties? 	The site cannot be regarded as prominent tucked away behind the row of Devon cottages
10.To maintain the local amenity, quality and character of the local environment	<p>New development should not be located where it will have a significant impact on local amenity or character</p> <ul style="list-style-type: none"> Will development have a significant adverse impact on local amenity? Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)? 	<p>No</p> <p>No</p>
11.To conserve and enhance the biodiversity of East Devon	<p>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</p> <ul style="list-style-type: none"> These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation 	N/A
12.To promote and encourage non-car based modes of transport and reduce journey lengths	<p>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</p> <ul style="list-style-type: none"> Are footpaths available to avoid traffic conflict? Are access routes lit? 	<p>Lympstone has a railway station on the Exeter-Exmouth line. A bus service Exeter- Exmouth (57) on the A376 at The Saddlers and also Exeter - Exeter Airport - Woodbury - Jubilee Drive (56A) - Exmouth - Sidmouth (56B) from a stop on Meeting Lane. The site is 640m from the station and 690m from the nearest bus stop.</p> <p>Yes – but not on the most direct route</p> <p>Partially</p>
13.To maintain and enhance the environment in terms of air, soil and water quality	<p>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</p> <ul style="list-style-type: none"> Is the site in agricultural use? Is the site adjacent to a main road? Is there sewerage capacity? 	<p>No</p> <p>No</p> <p>See Notes On Criteria item 6</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>Sites within areas known to flood should be avoided if possible.</p> <ul style="list-style-type: none"> Is the site in or adjacent to an area known to flood or identified on the flood zone maps? 	There is a flood zone in Lympstone running from the Saddlers down the Wotton Brook to the River Exe. Whilst some of the prospective sites are adjacent to the flood zone, none are in the flood zone itself and none have a record of flooding.

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	Ideally new development should be located within 400m (or at most 600m) of employment sites 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.	There is limited opportunity for employment within the village outside of the local shops and pubs. There is a good train service to Exeter and Exmouth and a bus service along the A376 and a more limited bus service via Exeter Airport from Meeting Lane. The Neighbourhood Plan and the Parish Plan have both identified the need for small business units/storage/office space. Of greater need is a good broadband connection (now being put in place) to support the growing number of home workers in the community.
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:-

Land behind Town Dairy, Meadowgate. It is felt that any development in excess of 6 plots would be excessive and recommended that this be reduced to four. Any development should ensure adequate parking for residents and visitors since this a major issue in this part of the village. We would also point out that under current planning guidance any development above 3 plots would require compliance with highway standards and that access down the private road would not be acceptable and could only be achieved by access through Lymphstone Nurseries.

Have you attached additional information? No

Site Assessment

Settlement Name:- Lymptone Parish Site:- Land North of Glebelands W307 and W307a

This site is in effect two sites – the first site is the South West corner of the total site and we have called W307 with the remainder of the total site W307a. This confusion has occurred as the original site W307 is the subject of a planning application for 15 houses which is currently before EDDC on an “Exception Basis”. In the interim the landowner has submitted the whole site as a single unit. Further confusion is in the planned house numbers. The Max number is shown as 101 the Min as 61 with the submitted number as 200+. For our purposes we have taken a figure of 80 for the whole site and a split 15/65 for the split sites.

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>New development should ideally be located within a 400m (or at most 600m) walk of most local facilities and services e.g. shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The “Centre of the village” is considered to be The Strand outside the Swan Inn, Londis Store and Sheers Cafe and only 80m from the Post Office and 50m from the Railway Station. The site is located 950m from the Centre of the village.</p> <p>Yes for approximately half the way Partially</p>
3.To provide for education and skills	<p>In settlements with schools, new development should be located within 400m (or at most 600m).</p> <ul style="list-style-type: none"> • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>The Village Primary School and Pre-School are located at the top of School Hill adjacent to the Village Hall. The site is located 480m from the Primary School</p> <p>Yes – throughout the length Partially</p>
4.To improve the population’s health	<p>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</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities? • Is the site within walking distance of footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>There is a Doctor’s Surgery in Underhill that operates as a satellite from the Claremont Practice, Exmouth. There is a surgery every week day and a dispensary for prescriptions.</p> <p>Yes – 1100m</p> <p>Yes – 760m from an access to the Exe Estuary Trail</p> <p>Yes – 370m from Candy’s Field</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>New development should not be sited where adverse noise levels will be caused by or to residents</p> <ul style="list-style-type: none"> • Is the site adjacent to a main vehicle route (e.g.. 'A' road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (e.g.. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (e.g.. new family housing or employment adjacent to sheltered accommodation)? 	<p>Apart from the A376 and the railway (now on continuous line so not nearly as loud) there are no noise nuisances within the Parish.</p> <p>No</p> <p>No</p> <p>Yes – adjacent to sheltered accommodation</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 e.g.. green space, new village hall	None
8.To maintain and enhance built and historic assets	<p>New development should not be located where it will harm the character or setting of an historic asset</p> <ul style="list-style-type: none"> • Will new development impact upon the setting or character of a historic building or Conservation Area? • Approximately how far away are they? 	<p>No</p> <p>N/A</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p>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.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance Green Wedge or a Coastal Preservation Area? • Can the site be seen from public footpaths/roads/other vantage points? • How prominent is the site when viewed from 	<p>The site is located adjacent to but outside the Built-up Area Boundary</p> <p>Yes – currently used as a horse livery.</p> <p>No</p> <p>No</p> <p>Yes – Strawberry Hill</p> <p>Given the backdrop of Glebelands the smaller site would not be</p>

	<p>outside it, and from approximately how far away?</p> <ul style="list-style-type: none"> How prominent is the site when viewed from adjoining properties? 	<p>considered prominent, however the full site would be exceedingly prominent from a distance of up to 2km The above comments apply</p>
10.To maintain the local amenity, quality and character of the local environment	<p>New development should not be located where it will have a significant impact on local amenity or character</p> <ul style="list-style-type: none"> Will development have a significant adverse impact on local amenity? Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)? 	<p>No No</p>
11.To conserve and enhance the biodiversity of East Devon	<p>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</p> <ul style="list-style-type: none"> These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation 	N/A
12.To promote and encourage non-car based modes of transport and reduce journey lengths	<p>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</p> <ul style="list-style-type: none"> Are footpaths available to avoid traffic conflict? Are access routes lit? 	<p>Lympstone has a railway station on the Exeter-Exmouth line. A bus service Exeter- Exmouth (57) on the A376 at The Saddlers and also Exeter - Exeter Airport - Woodbury - Jubilee Drive (56A) - Exmouth - Sidmouth (56B) from a stop on Meeting Lane. The site is 980m from the station and 240m from the nearest bus stop. Yes – wholly for the bus stop and all but 50m for the station Partially</p>
13.To maintain and enhance the environment in terms of air, soil and water quality	<p>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</p> <ul style="list-style-type: none"> Is the site in agricultural use? Is the site adjacent to a main road? Is there sewerage capacity? 	<p>No No See Notes On Criteria item 6</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>Sites within areas known to flood should be avoided if possible.</p> <ul style="list-style-type: none"> Is the site in or adjacent to an area known to flood or identified on the flood zone maps? 	There is a flood zone in Lympstone running from the Saddlers down the Wotton Brook to the River Exe. Whilst some of the prospective sites are adjacent to the flood zone, none are in the flood zone itself and none have a record of flooding.
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>Ideally new development should be located within 400m (or at most 600m) of employment sites</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>There is limited opportunity for employment within the village outside of the local shops and pubs.</p> <p>There is a good train service to Exeter and Exmouth and a bus service along the A376 and a more limited bus service via Exeter Airport from Meeting Lane.</p> <p>The Neighbourhood Plan and the Parish Plan have both identified the need for small business units/storage/office space.</p> <p>Of greater need is a good broadband connection (now being put in place) to support the growing number of home workers in the community.</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 :-

Land to the North of Glebelands – this site ranks outside of the 40 locations required. There has been extensive debate as to whether we should consider the site at 80 homes or at a split of 65/15 to account for the current planning application before EDDC. In the final analysis it was agreed to the 65/15 split since should there be significant shortfall elsewhere then the smaller area could enter contention. This decision was not taken lightly and with a degree of disquiet and concern. The Parish Council believe that this site could well be the primary contender under current criteria in the next round (2026). That being the case the

Parish Council would like to see a holistic approach to the location since a partial development of, say 15 homes, could be counterproductive to a long term solution – not least regarding access off Glebelands.

Have you attached additional information?:- No