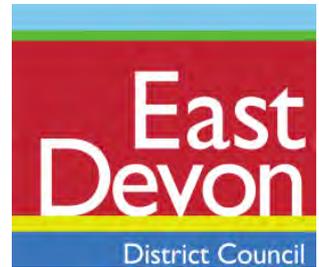


East Devon Villages Plan

Draft for Consultation from
03/08/2016 until 28/09/2016



How to comment on this draft plan

You are invited to make comments on this draft plan and any of the documents that support it as listed below:

- Sustainability Appraisal
- Technical Report for individual settlements showing sites considered as part of the process for defining Built-up Area Boundaries
- Habitat Regulations report
- Equalities Impact Assessment
- Consultation Statement

These documents are available on line at <http://eastdevon.gov.uk/planning/planning-policy/villages-plan/villages-plan-2016-consultation> and at the Council Offices in Sidmouth. Copies of the draft plan will be sent to the following libraries.

- Axminster
- Budleigh Salterton
- Clyst Vale
- Colyton
- Exmouth
- Exeter
- Honiton
- Lyme Regis
- Ottery St Mary
- Seaton
- Sidmouth.

Hard copies have also been sent to all of the parish councils for the settlements included in this draft plan.

The feedback we receive on this draft plan will be used to inform a revised plan that will be formally made available for public comment before it is submitted for examination.

You can comment:

by email at localplan@eastdevon.gov.uk

or by post to: Planning Policy, East Devon District Council, The Knowle, Station
Road, Sidmouth, EX10 8HL

All comments should be received by 28th September 2016 so that they can be taken into account before the next stage.

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1 Setting the Context

- 1.1 The Villages Plan forms part of a series of documents that set out policies and proposals for land use planning in East Devon. Taken together these documents comprise the 'development plan', which guides where development will go and how planning applications will be determined. All of the documents in the development plan must be broadly in line with the Government's planning policies, which are set out in the National Planning Policy Framework (available at [Policy | Planning Practice Guidance](#)). Further Government advice on planning is contained in the Planning Practice Guidance (available at [Guidance | Planning Practice Guidance](#)).
- 1.2 The main document that sets out planning strategy for East Devon is the East Devon Local Plan 2013 to 2031, which was adopted on 28th January 2016 (referred to in the document as 'The Local Plan'). This sets out planning policies for the whole of East Devon and includes detailed policies for the main towns and rural areas. Strategy 6 of the Local Plan effectively says that development will be allowed within defined 'Built-up Area Boundaries' (BUAB's), subject to certain criteria. It goes on to state that BUAB's will be defined on maps around the settlements of East Devon that are appropriate to accommodate growth and development. The BUAB's for the main towns are defined in the proposals map of the Local Plan, but for our villages (and the town of Colyton) they will be defined in the Villages Plan. The full text of Strategy 6 is shown in **Appendix 1**.
- 1.3 Work to assess which settlements are suitable for growth and development was done as part of the Local Plan and Strategy 27 lists these as Beer; Broadclyst; Clyst St. Mary; Colyton; East Budleigh; Feniton; Kilmington; Lypstone; Musbury; Newton Poppleford; Sidbury; Uplyme; West Hill; Whimble and Woodbury. Strategy 27 states that these settlements will have a BUAB designated in the Villages Plan but will not have land specifically allocated for development. Additional development may be promoted through

a Neighbourhood Plan or community led development. The full text of Strategy 27 is shown in **Appendix 2**.

- 1.4 In addition to the plans produced by East Devon District Council, many local communities are producing their own 'neighbourhood plans'. In East Devon, neighbourhood planning is the responsibility of parish councils. The only settlement not covered by the Villages Plan that has not formally started neighbourhood plan production is Musbury, although it is understood that there are aspirations to start soon. When a neighbourhood plan is finalised or 'made', it also forms part of the development plan (which guides developments and planning applications). Lympstone has a made neighbourhood plan. Further discussion on the relationship between this plan and neighbourhood planning is included in section 4 later in this document.

- 1.5 Work on the Villages Plan needs to consider whether there are any strategic issues that span the East Devon boundary and could affect neighbouring areas. There is a 'duty to co-operate' with neighbouring planning authorities and bodies like Natural England and the Environment Agency on any cross boundary strategic issues. Examples of strategic issues are housing, employment, transport, climate change and landscape. In light of the limited scope of the Villages Plan and the recent adoption of the overarching local plan there are limited opportunities for cross boundary working on the Villages Plan. The relationship between Uplyme and Lyme Regis in terms of housing growth was explored through the Local Plan and Strategy 26C of the adopted plan states that the District, Parish and Town councils will work together on this issue.

2 Scope of the Villages Plan

2.1 The Local Development Scheme (LDS) (revised 28th July 2016) sets out the scope of and timetable for producing future planning policy documents. The LDS states that the Villages Plan will be 'specifically concerned with development issues and boundaries in and around the main villages of East Devon and the town of Colyton'.

2.2 The Local Plan sets the strategic context and identifies the scope of the Villages Plan as:

- the definition of Built-up Area Boundaries around the 15 settlements listed in Strategy 27 of the Local Plan (with the exception of Lympstone as it has a made neighbourhood plan);
- the identification of any local plan policies on specific settlement 'inset' plans; and
- defining inset plans for Greendale and Hill Barton Business Parks.

2.3 Strategy 27 of the adopted Local Plan limits the scope of the Villages Plan to not specifically allocating land for development and to defining Built-up Area Boundaries in the 15 listed settlements. The Local Plan also states that Greendale and Hill Barton Business Parks will have their own inset plans as part of the Villages Plan. The intended inclusion of these Business Parks in the Villages Plan is to ensure that the full extent of the land authorised for employment uses is established and determined on a map. This will form a basis to help determine any possible future planning applications.

2.4 These Business Parks are in the countryside and will not have a Built-up Area Boundary and therefore policies relevant to such boundaries will not apply. It will be the countryside policies of the plan that are applicable and to assist plan users Inset Maps showing the extent of authorised business use are shown.

- 3 Alternative approaches which may be considered that would not involve defining Built-up Area Boundaries
 - 3.1 The definition of Built-up Area Boundaries is a well established approach to planning in England and has been followed in East Devon for the last 50 years or so, but it is not inevitable that it should be continued. Proposed changes to the national planning context, together with the excellent progress that is being made on neighbourhood planning in East Devon, could justify consideration of an alternative approach that would not include the definition of BUAB's in the 'Strategy 27' settlements through the Villages Plan.
 - 3.2 One advantage of defining BUAB's has historically been that it provides a degree of certainty on where development is likely to be acceptable in principle to local communities, landowners and developers. However, the Government has consulted on proposed changes that would remove this certainty by introducing a change to the National Planning Policy Framework that would allow schemes for up to ten dwellings on land outside of, but abutting defined development boundaries (see paragraph 24 of DCLG consultation on proposed changes to national planning policy December 2015, which may be viewed at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/488276/151207_Consultation_document.pdf).
 - 3.3 The wording of Strategy 27 could be altered through the Villages Plan to the effect that the mechanism for defining BUAB's in the listed settlements would be a neighbourhood plan. In these circumstances the Villages Plan could propose a change to the Local Plan so that the BUAB policies only applied to the main towns, where the BUAB's are defined in the Local Plan (or where defined in a made neighbourhood plan). If this approach were taken forward, consideration would need to be given to whether a new 'criteria based' policy should be included in the Villages Plan to guide decisions on where it would be likely to be appropriate to allow housing in the settlements listed in Strategy 27. Any draft policy proposed would need to consider how it could

promote appropriate forms of development whilst protecting settlements from 'excessive' development. Examples of criteria that could help to achieve this balance are likely to include the relationship with existing built form, respecting the settlements distinctive character, its scale in relation to the existing settlement and sensitivity to landscape setting.

- 3.4 Another potential alternative could involve identifying BUAB's and also a criteria based policy to help determine when sites on the edge of, but outside boundaries ought to be developed. This may help to 'mitigate' the impact of the Governments planned changes, but as the wording of potential changes has yet to be determined it could not be guaranteed.
- 3.5 A further potential alternative to defining BUAB's would be to specifically allocate sites for development purposes within the Villages Plan, although this would also require a change to Strategy 27, which currently says that the settlements listed will not have land specifically allocated for development. This change should only be made through a review of the Local Plan however, this approach is not considered to be appropriate in any event because of the risks of confusion and duplication of effort with the neighbourhood planning process. The only exception to this is in Musbury, where a neighbourhood plan is not currently being prepared and the Parish Council (supported by community feedback on previous consultations on the Villages Plan) have proposed housing on a small site currently occupied by agricultural buildings.
- 3.6 Whilst these alternatives are highlighted as theoretical they would require a policy approach that fundamentally deviates from the policy of the Adopted Local Plan and they are not, therefore taken forward and further assessed.

- 4 Built-Up Area Boundaries and how they are defined
 - 4.1 Built-up Area Boundaries are lines drawn on maps that define areas, where planning policies provide for development (subject to other considerations). Outside of these 'built-up' areas the land is considered to be 'countryside' for planning policy purposes, where development is usually only allowed in specified exceptional circumstances. It is common planning practice to establish such 'black lines' to help determine planning applications.
 - 4.2 In order for the policy to be considered fair and reasonable, work on defining BUAB's for individual settlements needs to be undertaken on a consistent basis. To aid consistency a set of criteria have been used to inform where the lines are drawn. The criteria were consulted on during the summer of 2015 and some amendments made to take account of the comments received. Details of the consultation and the responses received are available at [Proposed criteria for revised built-up area boundaries - East Devon](#). The amended criteria that have informed this consultation plan are included at **Appendix 3**. A plain English guide to the criteria is set out in **Appendix 5**.
 - 4.3 One of the issues raised during the consultation on proposed criteria was the ability to access local services and facilities on foot. This is important because the primary purpose of defining a BUAB is to distinguish where new development is acceptable in principle and where it is not. It is an issue that has been critical in several appeals against the refusal of planning permission that have been dealt with by independent Inspectors. The Chartered Institute of Highways and Transportation publication 'Providing for Journeys on Foot' (2000) sets out in Table 3.2 desirable and preferred maximum distances and has been cited several times in appeal decisions. The preferred maximum distances vary from 800m to 1200m, depending on the facility concerned. The table is replicated in **Appendix 4**.
 - 4.4 The consideration of 'alternative approaches' is a key factor in the development of planning documents. Assessment of the BUAB's has been undertaken firstly using the criteria set out in Appendix 3 and plans have been

produced to show 'black lines' around the settlement to reflect the outcome of this work. A summary of the work undertaken that shows which sites were considered and explains why they are proposed for inclusion/exclusion has been produced and is available to view at

<http://eastdevon.gov.uk/planning/planning-policy/villages-plan/villages-plan-2016-consultation>. Comments on these documents are welcomed.

- 4.5 Following the definition of black lines by following the methodology set out in Appendix 3, further analysis has been undertaken to assess whether all of the areas included in the boundary are readily accessible to the core local services and facilities on foot. The distances set out in 'Providing for Journeys on Foot' (Appendix 4) have been used as a 'starting point', but accessibility by foot is not only about the walking distance involved but also the attractiveness, quality of paths, terrain (and hilliness) and safety of the route (and perceptions of safety) especially on busy roads and crossings. These factors will be relevant to able bodied and disabled people, people with push chairs, children walking to school and potentially other groups of people. A summary of the approach taken to assess this is set out in **Appendix 6**.
- 4.6 For many villages the local services and facilities are readily accessible on foot and an alternative BUAB is not therefore included. For larger settlements, particularly where the core facilities are grouped to one side of the urban form, parts of the settlement included in the BUAB under the first approach (set out in Appendix 3) lie outside of the area considered to have ready access to local facilities on foot. Where this is the case, an alternative BUAB has been shown and the area that would be excluded from the BUAB under this approach highlighted. Comments are encouraged on which approach is most appropriate. The option chosen for the plan to be submitted for examination will be informed by the comments received on this consultation.
- 4.7 A third approach has been devised for the village of Musbury alone. Musbury is the only settlement covered by this plan that has yet to start work on its own neighbourhood plan, although there is support from the Parish Council to allow limited housing on a site to the south of the village. It also wishes to

exclude a large area of garden land associated with a Listed Building within the urban form. Due to the compact nature of its urban form no alternative BUAB has been proposed to take account of walking distances to core facilities, but an alternative approach that supports the wishes of the Parish Council has been included for consultation. Further details are included in the section on Musbury later in this draft plan.

- 5 Relationship between the Villages Plan and neighbourhood planning
 - 5.1 Of the 15 settlements listed in Strategy 27, Lympstone has a made neighbourhood plan, thirteen have designated Neighbourhood Areas. The most recently adopted local plan (in this case the Villages Plan) or made neighbourhood plan will take precedence in terms of which document forms part of the development plan (which decisions on planning applications are made in accordance with unless material considerations indicate otherwise). This means in practice, for example, that if a different BUAB was defined in the adopted Villages Plan to the made Lympstone Neighbourhood Plan, then the Villages Plan would take precedence.
 - 5.2 In the case of Lympstone, where the Neighbourhood Plan was made in 2015 and defines a Built-up Area Boundary, it would not be appropriate to consider reviewing the boundary through the Villages Plan. The boundary defined in the Neighbourhood Plan appears to broadly follow the methodology proposed for the Villages Plan, with the exception of the inclusion of a site granted planning permission as an 'exception' and a further housing allocation on a nursery site, which is wholly compatible with the strategic approach of the Local Plan to support sustainable development where put forward through a neighbourhood plan. This approach complies with advice in paragraph 013 of the National Planning Guidance that: 'Where a neighbourhood plan has been made, the local planning authority should take it into account when preparing the Local Plan strategy and policies, and avoid duplicating the policies that are in the neighbourhood plan.'
 - 5.3 The timing of the development of the Villages Plan is more complex in relation to the other settlements where neighbourhood planning has started but plans have yet to be made. Whilst the Villages Plan may duplicate work being undertaken on neighbourhood planning, defining BUAB's is fundamental to the consideration of planning applications and it is important to undertake a review on a consistent basis without delay.

6 Beer

6.1 Description

Beer is located on the Jurassic Coast two kilometres to the west of Seaton. The village developed in a steep sided valley over two millennia, mainly on the basis of fishing and quarrying and still has an active fishing fleet working off the beach. Currently it thrives on its main economic activity of tourism and the setting is a major factor in the success of this industry. Much of the village falls in the East Devon Area of Outstanding Natural Beauty, whilst the land outside the village is in the Local Plan Coastal Preservation Area. The cliffs and foreshore form part of the UNESCO World Heritage Coast as well as being designated a Site of Special Scientific Interest.

6.2 There is a large Conservation Area which mainly comprises the historic village core centred on Fore Street, the coastal fringe and large houses on the slopes to the north and east of the village. It also includes the Rolle Estate houses in Sea View Terrace, Long Hill, Berry Hill, Causeway and the eastern part of Townsend. This Conservation Area contains around 40 listed buildings.

6.3 The village has a population of around 1600 and 750 houses, although about 20% of these are second or holiday homes. It has a vibrant village centre offering a range of shops, art galleries, pubs/hotels, restaurants, a Post Office, guesthouses, two Churches, a village hall, clubs (sailing, social and football), a Heritage Centre, doctor's surgery, pharmacy and primary school.

6.4 Issues

Tourism is the main economic activity and the high number of homes rented as short-term visitor accommodation (as opposed to second homes) is one of the main reasons the village centre has such a good range of facilities. Visitor attractions include the beach with its cafes and hire boats, the South West Coast Path, The Beer Quarry Caves and the Pecorama gardens and model railway factory. Change of use of attractions to higher value uses, e.g. residential, would reduce tourist activity and, whilst it might mean that some

houses are brought back into private occupation, it is likely that the local economy would suffer and shops and facilities would close.

- 6.5 The village is self-sufficient by East Devon standards with most day-to-day needs capable of being met locally. If shops and services were to be lost to other, higher value, uses it would disadvantage the local population and reduce the draw to tourists and day-visitors. Additional car journeys would be inevitable.
- 6.6 The village is tightly constrained by the high quality landscape, environmental designations and steep topography. This means that the peripheral parts of the village tend to be difficult to access on foot in all directions (except south, which is the sea), especially for those with reduced mobility or pushchairs. There is very limited scope for additional development outside the built core of the village.
- 6.7 Policies
Loss of retail and other village services which contribute to the vitality of the village centre will be resisted in accordance with the following policy:

Policy Beer 01 - Village Centre vitality

Beer village centre offers an unusually wide range of services and facilities which meet the everyday needs of residents and contribute to a healthy tourist economy. The village centre is defined on the Beer map and includes a range of retail, services, community uses, short-term visitor accommodation, restaurants and takeaways.

To ensure that this mix of uses in the village centre is retained, and improved, applications for the change to other uses, particularly residential, which would not contribute to village centre vitality, will be refused unless it can be demonstrated that the change of use is no longer viable and there is no market for it as a going concern. Evidence will need

to be presented to show that the site has been actively market for at least 12 months (ideally to cover two summers) at a sound, realistic and viable price for the existing or similar uses. A vigorous economic assessment will be undertaken to establish the potential and viability of any specific concern and marketing of any property or business will need to include offering to the local community for their acquisition/operation.

Permission to change the use of a shop will be subject to the retention of the shopfront.

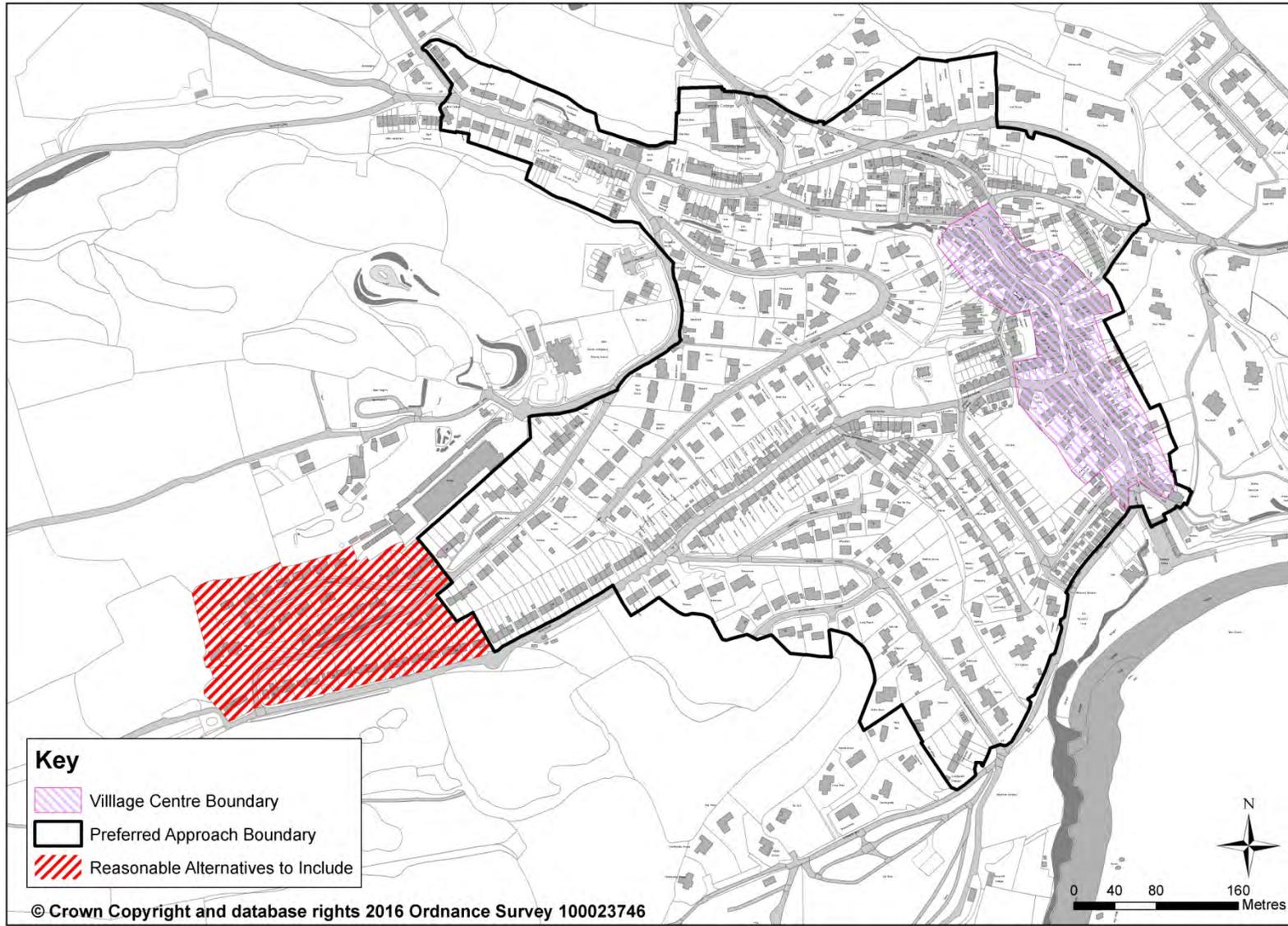
6.8 Neighbourhood Plan progress

The Neighbourhood Plan is at an advanced stage of production. An illustration showing the previous built-up area boundary has been provided in the draft policy framework. Further discussions will be undertaken between the parish and district councils with a view to making the two plans consistent.

6.9 Alternative Approaches considered and justification for preferred approach

The village is located in a sheltered fishing cove with a relatively flat, linear main street extending inland for some 200 metres. The land rises steeply from the centre in a dendritic pattern, so that most housing extends in a ribbon formation along the sides of several valleys, becoming increasingly steep as the height from sea level increases. The steep gradient in, and distance from, the areas furthest from the village centre, limits the appeal to pedestrians of accessing the village facilities on foot, particularly for the less mobile or those with pushchairs. For this reason an alternative BUAB is proposed for Beer that excludes the western part of the village from the BUAB. The alternative BUAB is drawn to recognise that there are pedestrian footpaths in the western part of the village that would reduce the walking distance for some residents.

6.10 Map of Beer



7 Broadclyst

7.1 Description

Broadclyst is located around 3km (1.5 miles) to the north east of Exeter. It has a wide range of services and facilities and a population of nearly 3000. It is one of the best preserved of the large Devon estate villages and much of the land surrounding the village is owned by the National Trust. There is a conservation area in the northern part of the village and a number of listed and other historic buildings in the village.

7.2 Issues

Whilst the main shops, primary school, doctor's surgery, church and social/recreational facilities are located towards the north of the village, the secondary school is on the southern periphery. However, there are good footpaths linking the village north to south and the distances involved are less than 1250m with no substantial barriers to walking and cycling across the village.

Policies

7.3 No specific policies are put forward for Broadclyst.

Neighbourhood Plan progress

7.4 The Neighbourhood Plan is at a fairly early stage of production with draft proposals yet to be formulated.

Alternative Approaches considered and justification for preferred approach

7.5 No alternative approaches have been identified.

Map of Broadclyst



8 Clyst St Mary

8.1 Description

Clyst St Mary is located east of Exeter, and within one kilometre (0.5 miles) of Junction 30 of the M5. The village is sited to the north and east of the large roundabout junction of the A376 and A3052. The older part of the village is located to the north of the A3052 with a late 20th Century housing estate to the south. To the south of this is a large office complex (Winslade Park) set in attractive parkland. Just to the east of the village is the County Showground and Westpoint Arena.

8.2 There is good public transport, access to employment opportunities and a range of services and facilities, but some of the village is at flood risk. Clyst St Mary is also very close to the city of Exeter which offers further facilities and employment.

8.3 Issues

The village is physically and functionally divided by the busy A3052. The core services and facilities are located in the older part of the village to the north. Services and facilities for residents in the newer housing estate in the south can be accessed via a non-ramped pedestrian footbridge or traffic lighted pedestrian crossing over the A3052.

8.4 The Winslade Park Office complex has recently been vacated by Friends Life and has been allocated for a mixed use development to accommodate 150 dwellings and 0.7 hectares of employment land in the Local Plan.

8.4 Planning permission for up to 80 dwellings have been granted to the east of the Village Hall and has been included within the boundary.

8.5 Policies

No specific policies are put forward for Clyst St Mary.

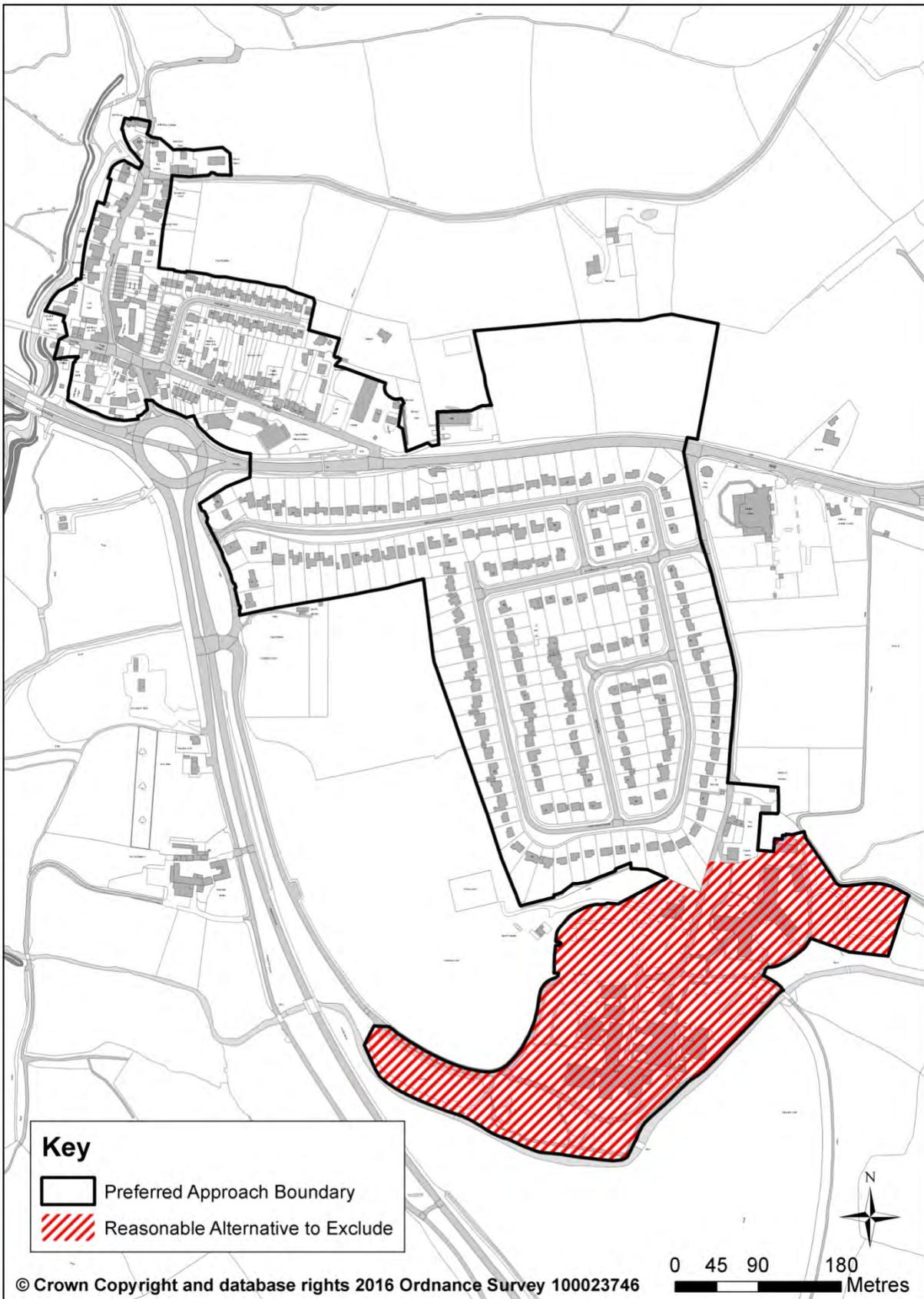
8.6 Neighbourhood Plan progress

The Neighbourhood Plan is at an advanced stage of production and has recently been submitted to East Devon District Council. The group has included the previously adopted built-up area boundary within a policy in the plan, stating that it should remain until otherwise superseded by the Village Development Plan Document.

8.7 Alternative Approaches considered and justification for preferred approach

Due to walking distances in excess of 1000m to the allocated site at Winslade Park to the village core services and facilities it is considered that a reasonable alternative would be to exclude the site on this basis. However, due to the flat topography of the area and the presence of pedestrian footways it is considered that that the distance is not so excessive to make it un-walkable and therefore the preferred option is to include the entirety of the area outlined in the map to incorporate the allocated site at Winslade Park.

8.8 Map of Clyst St Mary



9 Colyton

9.1 Description

Colyton is located north of Seaton and the East Devon AONB wraps around the town to the North and East. Colyton is an historic settlement with a large conservation area and numerous listed buildings (around 60 Listed Buildings in the Conservation Area). The historic core of the town is situated on the south bank of the River Coly. There are no 'A' roads to Colyton, but the B3161 links to the A3052 at Colyford, just to the south. A number of minor roads branch out from the town and into the surrounding countryside. There are a couple of footpaths within the town and some linking to the extensive network of riverside paths.

9.2 Colyton is a long established, independent settlement of around 3,000 residents that serves a wide rural area. It has a wide range of services and facilities and is one of East Devon's most sustainable small towns/villages.

9.3 Issues

The former CeramTec plant is situated to the north-west and has recently been vacated leaving a large brownfield site available for use on the edge of the settlement.

9.5 The River Coly runs parallel to the town to the west and forms a natural boundary. There is a notable proportion of development to the east of the river which has a different character to the bulk of the town and is more rural in nature.

9.6 Policies

Loss of retail uses which contribute to the vitality of the town centre will be resisted in accordance with the following policy:

Policy Colyton 01 – Primary Shopping Frontage at Colyton

Within the Primary Shopping Frontages, as defined on the Proposals Map, permission will only be granted for the conversion or change of use of the ground floor of existing shops to non retail uses where the proposed use would not undermine the retail function, character, vitality and viability availability of the Primary Shopping Area.

Proposals will be required not to adversely affect the amenity of the surrounding area through noise, smell, litter, traffic or disturbance arising from late opening hours.

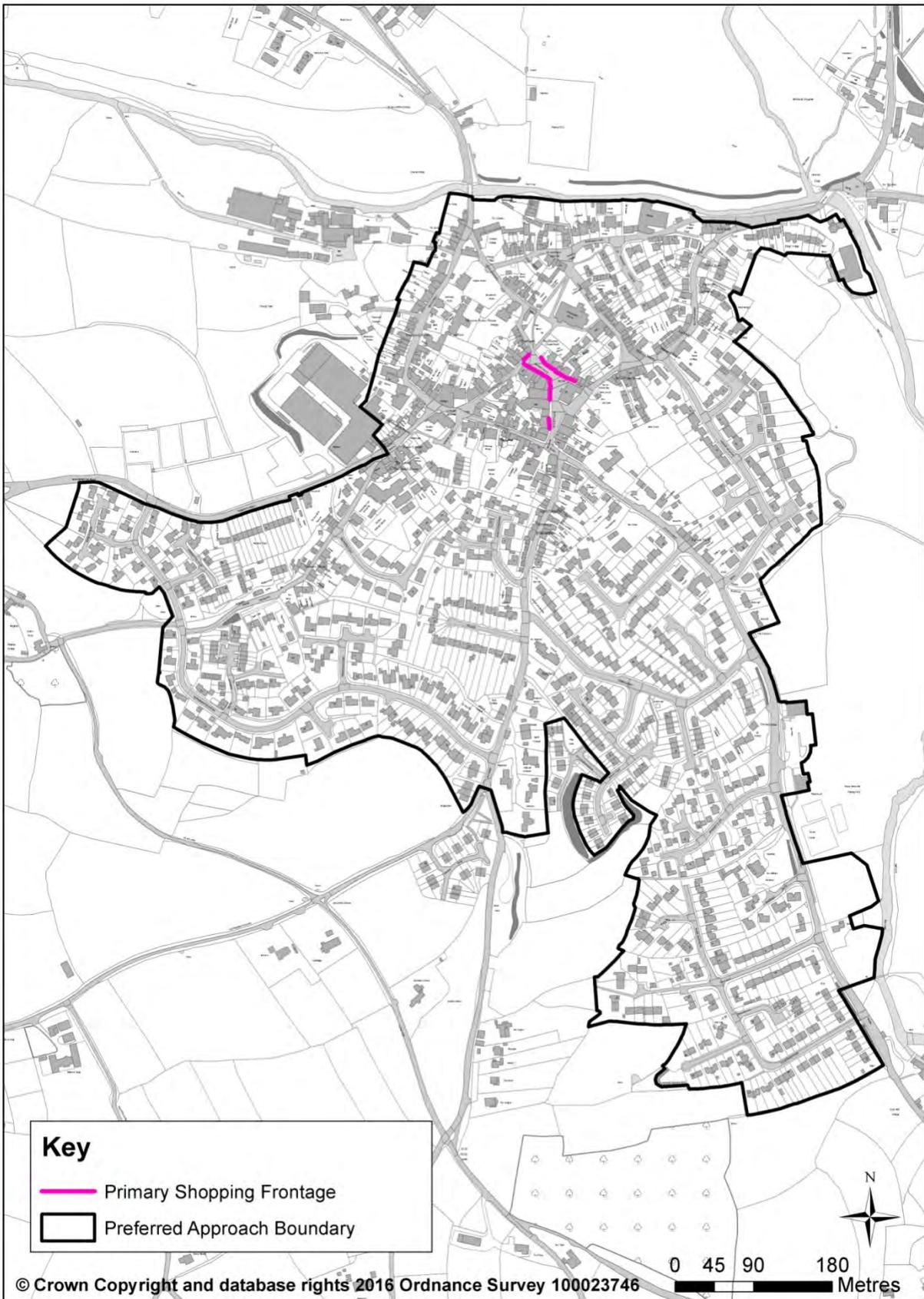
9.7 Neighbourhood Plan progress

The Neighbourhood Plan is at an early stage of production with draft proposals yet to be formulated.

9.8 Alternative Approaches considered and justification for preferred approach

No alternative approaches have been identified.

9.9 Map of Colyton



10 East Budleigh

10.1 Description

Situated approximately 1.5 km north of Budleigh Salterton on the B3178, East Budleigh is a large and attractive village containing many cob and thatched cottages. The River Otter is located to the East of the settlement and the Budleigh Brooks runs through the village. East Budleigh is completely within the East Devon AONB and is in close proximity to Bicton Gardens to the North, Hayes Ancient Woodland and the Pebblebed Heaths to the West and the Otter Estuary and Coastal Preservation Area to the East. The Conservation Area is relatively small in relation to the village as a whole and is mainly concentrated around High Street and the Parish Church.

10.2 East Budleigh Parish has a resident population of around 800 in about 425 dwellings. The settlement has a range of community services/ facilities including two pubs, a community hall, church, primary school and a community shop. It also has a tennis court, football pitch and allotments.

10.3 Issues

The B3178 is a busy main road which bisects the village, creating a perception of separation between the main village to the north of it and the small group of houses to the south.

10.4 Policies

No specific policies are proposed.

10.5 Neighbourhood Plan progress

The Neighbourhood Plan is at an advanced stage of production with the group having recently undertaken pre-submission consultation at the time of writing this report.

10.6 Alternative Approaches considered and justification for preferred approach

No alternative approaches have been identified

11 Feniton

11.1 Description

Feniton villages comprises of two distinct separate parts. The original old Feniton lies to the east; it is small in size, centred around a small number of community facilities and many of its buildings are of historic interest.

11.2 The construction of the Exeter Waterloo railway line led to the creation of new Feniton around 1 kilometre to the west of the original old village. In its early Victorian days new Feniton comprised of a small number of properties associated with the railway. It was, however, in the later part of the 20th century that the village expanded considerably to accommodate a larger number of new homes.

11.3 Issues

An ongoing concern in new Feniton had been flooding and ability of the drainage infrastructure to cope with surface water run-off; current and programmed works should, however, address problems.

11.4 New Feniton has sufficient facilities to warrant having a Built-up Area Boundary, though for its size it has few businesses and fulfils something of a dormitory function. Old Feniton also has some facilities but pedestrian access from the new village to the old village is poor. Most of new Feniton lies beyond a one kilometre walk to the old village and it requires use of narrow lanes which lack pedestrian footways and some lengths run in narrow cliff edged cuttings.

11.5 Policies

There are no Feniton specific policies proposed.

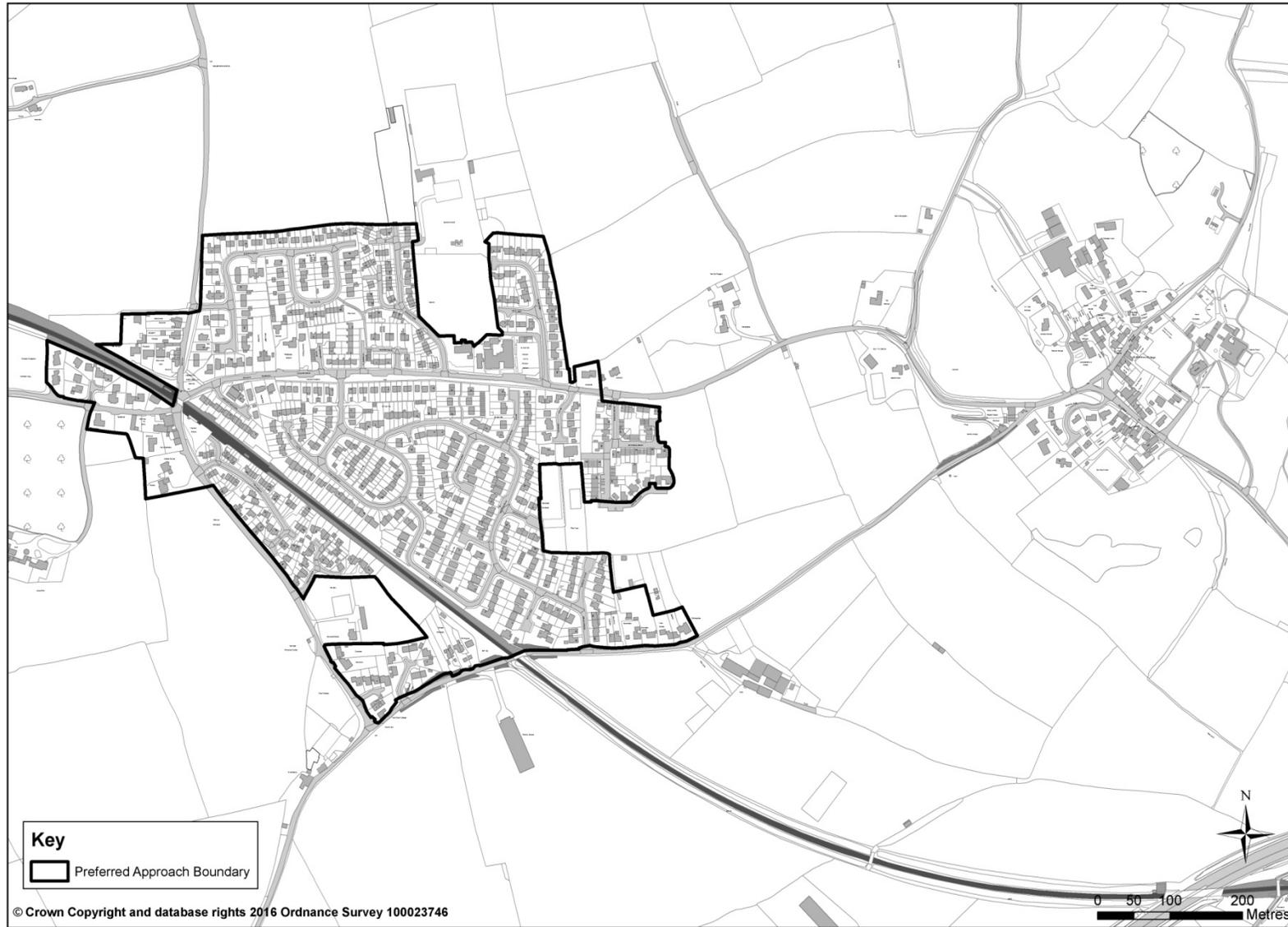
11.6 Neighbourhood Plan progress

The Neighbourhood Plan is at an advanced stage of production. It is not planning to define or amend the built-up area boundary within the policies at this stage.

11.7 Alternative Approaches considered and justification for preferred approach

The preferred strategy for boundary definition at Feniton places a Built-up Area Boundary around the new village (where most facilities are located) but does not provide for a boundary around the old village. Although the old village does have some facilities that may be used by all/many Feniton residents, it has insufficient facilities to justify having a boundary in its own right and it has poor pedestrian links to the new village.

11.8 Map of Feniton



12 Kilminster

12.1 Description

Kilminster is situated on the western side of the Axe Valley, some two miles from the market town of Axminster. The northern part of the parish lies within the Blackdown Hills Area of Outstanding Natural Beauty and most of the rest within the East Devon Area of Outstanding Natural Beauty.

12.2 The conservation area in relation to the village as a whole is small and centred on the eastern half of The Street and includes the Church, school and several groups of cottages and farm buildings (most of which have been converted to residential use). There are 9 listed buildings within the conservation area but more are spread throughout the village, indicating that it was once several small clusters of development which have joined through infilling. The remains of a Roman road are located to the north of the village and the presence of archaeological remains is evident.

12.3 Kilminster is extremely accessible by several modes of transport with the A35 immediately to the north, frequent bus service, the Sustrans cycle route running through the parish close to the village and numerous footpaths, byways and cyclepaths. Within the village centre there are several modern housing estates with street lighting and pavements but otherwise the lanes tend to be narrow and this increases to the south of the village where passing places are limited.

12.4 There are approximately 800 residents in the Parish and 400 houses. The village is well served by a school, Church, village hall, garage with shop and cafe, two pubs, village stores, post office and farm shop. Unusually there are three village greens, and these are used extensively for recreation and dog walking, as well as more formal open spaces.

12.5 Issues

The local community have identified the need for affordable housing and housing adapted for older people as their main priorities. Of the new housing a need has been identified for 5 small (1-2 bedrooms), 7 medium (3 bedrooms) and 3 large (4+ bedrooms) houses.

12.6 Policies

No specific policies have been identified.

12.7 Neighbourhood Plan progress

The Neighbourhood Plan is at an early stage of production with draft proposals yet to be formulated.

12.8 Alternative Approaches considered and justification for preferred approach

No alternative approaches have been identified. Areas on the periphery of the village have already been excluded from the BUAB after assessment against the criteria.

12.9 Map of Kilmington



13 Lympstone

- 13.1 No proposals are put forward for Lympstone as there is a made neighbourhood plan that includes a Built-up Area Boundary. See paragraph 6.2 of this plan for more detailed consideration of this issue. The Lympstone Neighbourhood Plan that shows the BUAB for Lympstone may be viewed at <http://eastdevon.gov.uk/media/1091870/lnp-final-referendum.pdf>.

14 Musbury

14.1 Description

With around 275 dwellings housing about 500 residents, Musbury is the smallest settlement to have a built-up area boundary defined in the Villages Plan. It lies within the Axe Valley and is wholly within the East Devon AONB. Facilities include a primary school, Church, garage, shop, Post Office, village hall and pub. A conservation area covers the historic core of the village and includes the older housing, together with an open space valued by local people for its visual amenity. The busy A3052 separates the main part of the village from housing and farm complexes to the East.

14.2 Issues

Musbury has a reasonably compact urban form, although there are 'fingers' of housing that extend into the open countryside to the West along Whitford Road and Maidenhayne Lane. There are also areas of housing to the south of the main village that are set in large gardens.

14.3 Policies

No specific policies have been identified

14.4 Neighbourhood Plan progress

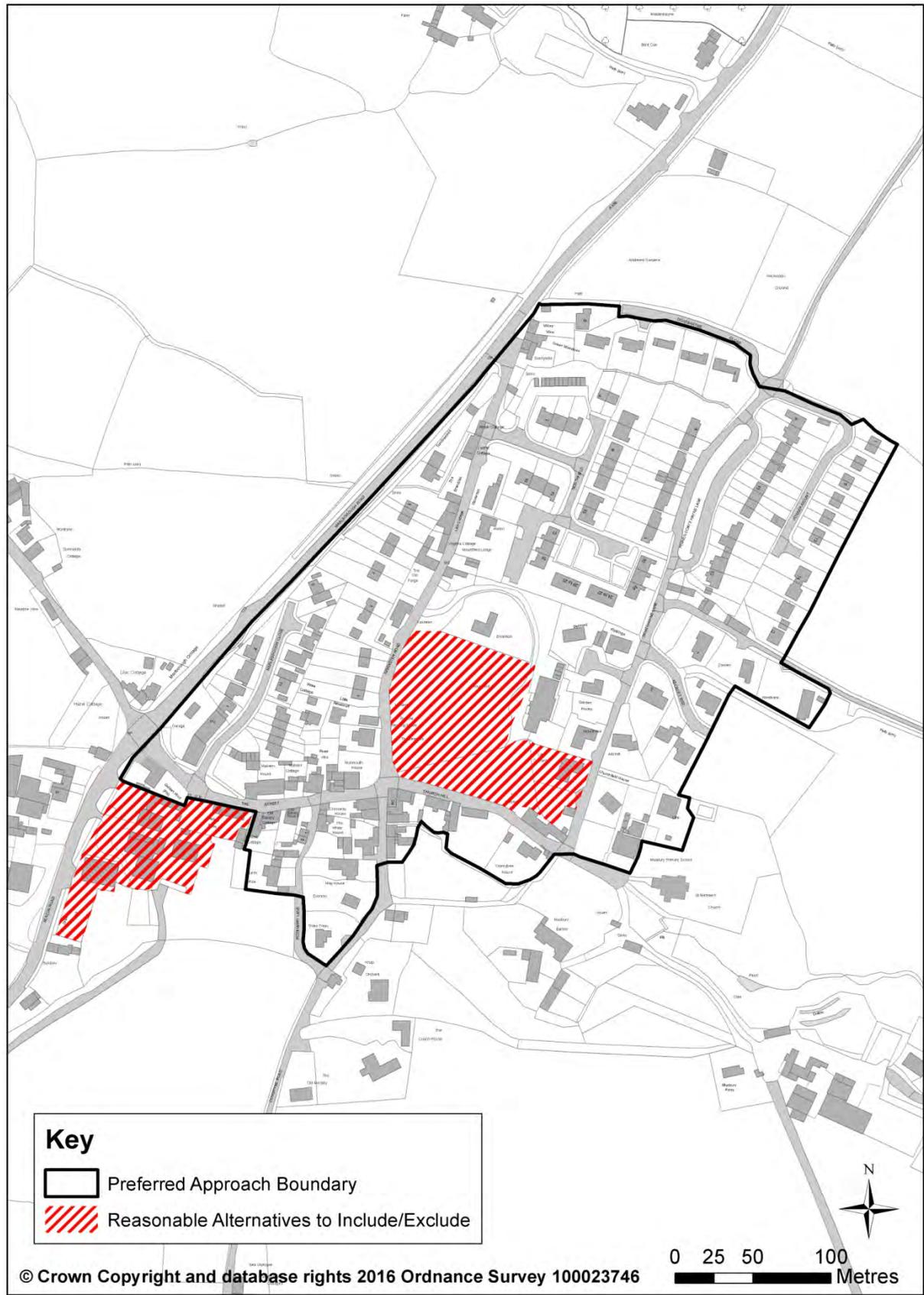
We have received an indication that Musbury may be undertaking a Neighbourhood Plan but no formal notice has been received.

14.5 Alternative Approaches considered and justification for preferred approach

Due to the compact nature of the settlement no alternative BUAB to take account of walking distances is considered appropriate. Whilst work on a neighbourhood plan has not started yet, the Parish Council have made it clear that they support development of part of Baxters Farm for housing and request that it be included within the BUAB. They would also like the green area associated with 'Mountfield' to be excluded from the BUAB on the basis of its historic significance to the village and contribution to local visual

amenity. An alternative BUAB to reflect the Parish Council comments is therefore included for consideration. However, the preferred approach is the boundary defined using the criteria set out in Appendix 3 as this is consistent with the other settlements included in the Villages Plan.

14.6 Map of Musbury



15 Newton Poppleford

15.1 Description

Newton Poppleford is located around 2 miles to the north and west of Sidmouth on the A3052 to Exeter. The whole of the village is within the East Devon AONB. The B3178 from Budleigh Salterton meets the A3052 in the west of the village at a small roundabout. To the east of this junction the heavily trafficked A3052 is narrow and lacking in pavements. Other roads in the village tend to be narrow and often have hedge banks to the side. There is an extensive network of footpaths within the village, but most lack lighting and paved surfaces.

15.2 Issues

The village extends for around 1.8 km (1.1 miles) from east to west and the majority of services and facilities are located in the east. The lack of footways on the A3052 near its junction with the B3178 and the limited alternatives for pedestrian access from that part of the village to the west of this point limit the appeal to pedestrians of accessing the facilities on foot. This was a critical issue in an appeal for new housing off Down Close, the Inspector concluding that 'the narrow road and lack of pavements on the High Street, east of its junction with Exmouth Road, make it an unattractive and substandard route for pedestrians and, since it is the busy A3052 Exeter-South Coast road, for cyclists too'.

15.3 Policies

No specific policies are proposed for Newton Poppleford.

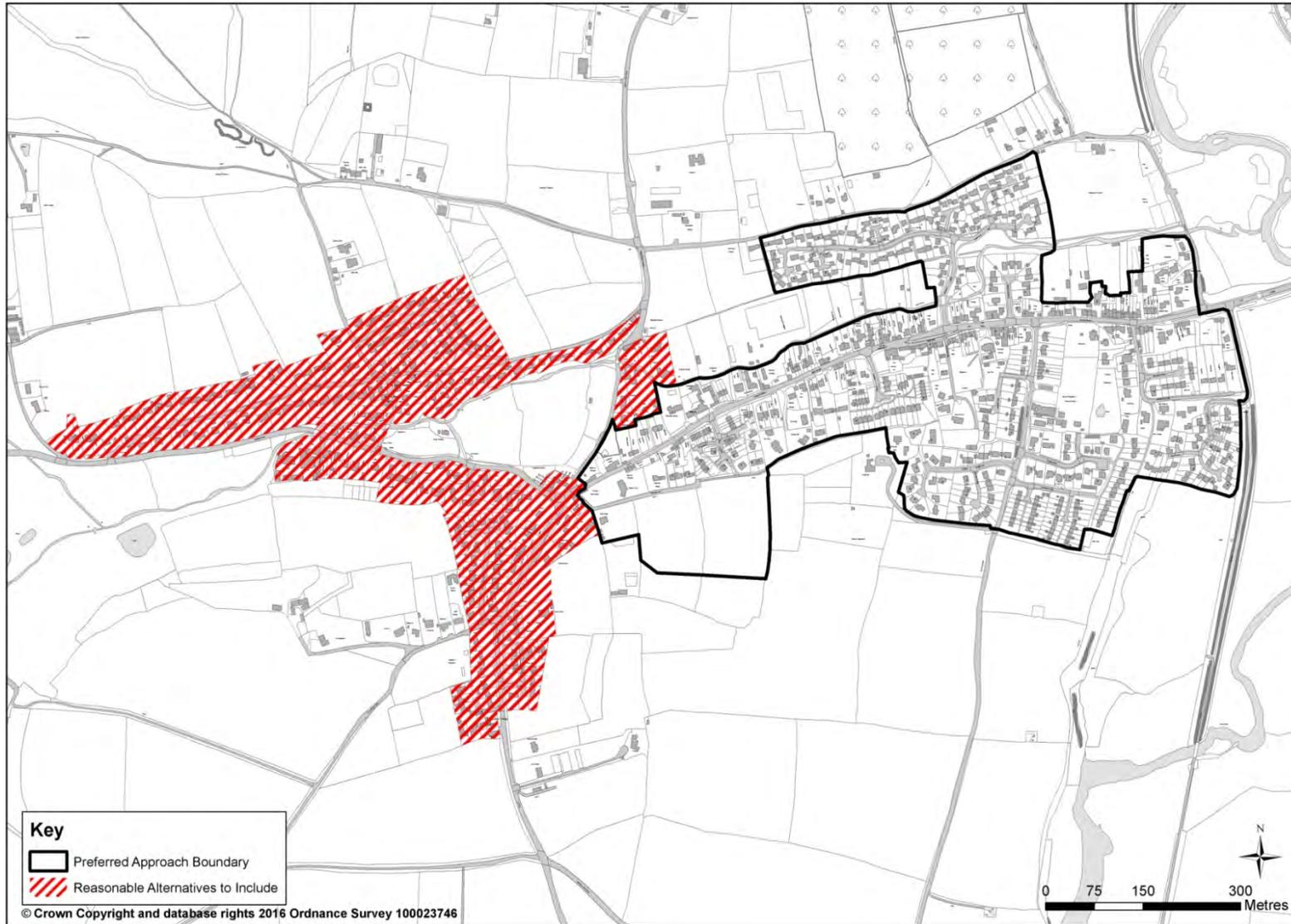
15.4 Neighbourhood Plan progress

The Neighbourhood Plan is at a fairly early stage of production with draft proposals yet to be formulated.

15.5 Alternative Approaches considered and justification for preferred approach

The difficulties of accessing the village 'centre' from the western part of the village has lead to consideration of an alternative approach that takes account of walking distances. This approach results in the exclusion of part of the western section of the village from the BUAB. It is the preferred option for Newton Poppleford as the less suitable areas for development (as judged against the National Planning Policy Framework and the adopted local plan policies) are excluded.

15.6 Map of Newton Poppleford



16 Sidbury

16.1 Description

Situated approximately 0.5 km north of Sidmouth on the A375, Sidbury has a particularly fine setting in the deep valley of the River Sid among the Blackdown foothills with their characteristic tree-clad greensand escarpments. The village includes the Grade II* listed St Peter and St Giles Church. Sidbury is completely within the East Devon AONB and is constrained by floodzones particularly along its Eastern boundary. The settlement has an extensive Conservation Area that is approximately 11 Ha in size.

16.2 Sidbury is a fairly large, self contained village with a close-knit almost urban quality, and is particularly characterised by the extent and uniformity of cottages in thatch and rendered cob or stone, mainly white painted with a black tar band.

16.3 The primary road link through the settlement is along the A375 which runs North South through the settlement and contributes to Sidbury's linear form. There are a number of roads leading off the A375 to residential areas and into the countryside. There are Rights of Way leading from the village into the open countryside the main one of which is the East Devon Way which runs East and West from the village into the countryside.

16.4 Issues

The A375 is a busy main road which runs through the centre of the village. There is a persistent lack of dedicated pedestrian footways throughout which make it challenging for pedestrians, particularly along the A375 where it can be dangerous in places.

16.5 Policies

No specific policies are proposed for Sidbury.

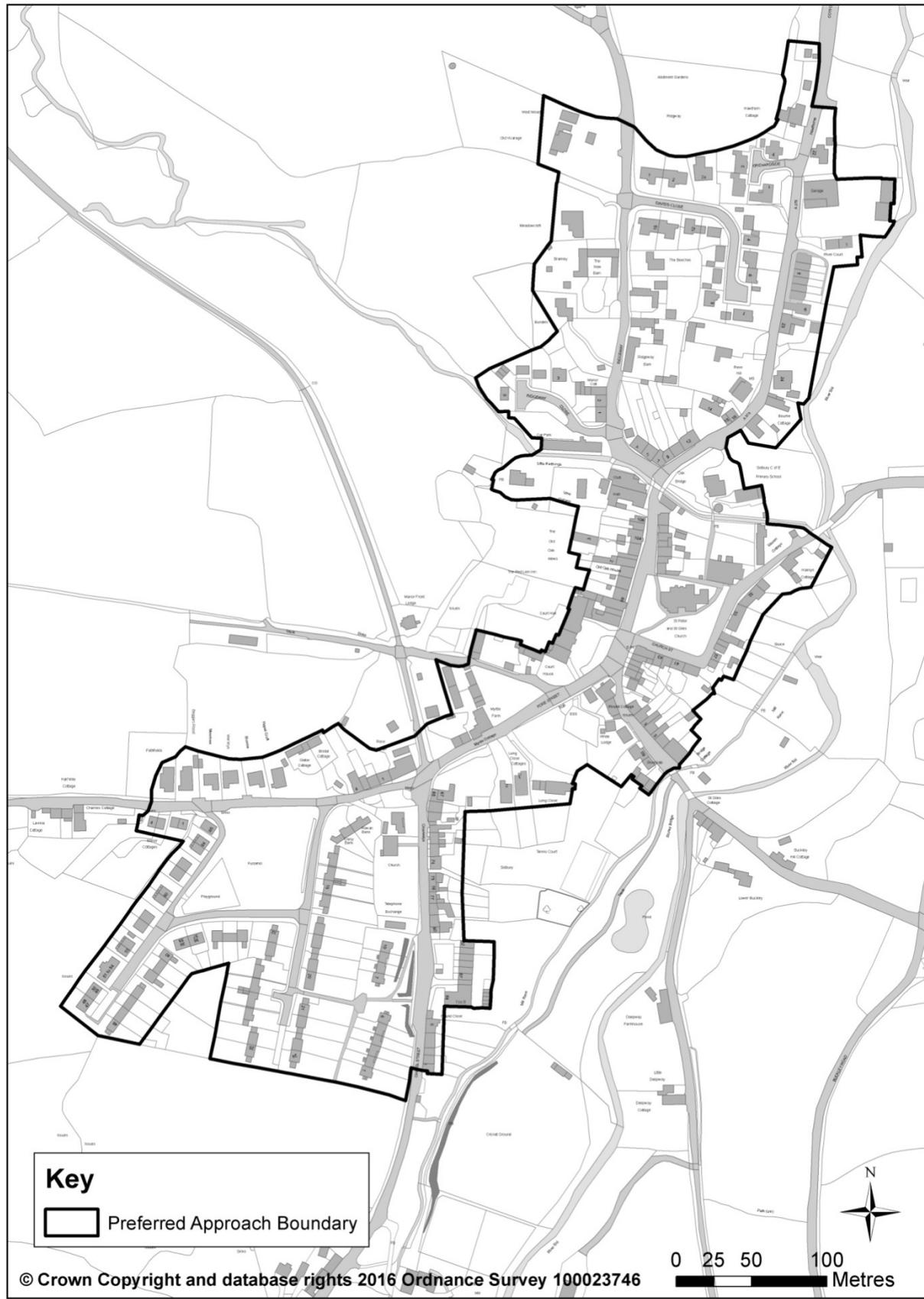
16.6 Neighbourhood Plan progress

Sidbury is part of the Sid Valley Neighbourhood Plan which comprises the parish of Sidmouth. They are in the early stages of production.

16.7 Alternative Approaches considered and justification for preferred approach

No alternative approaches have been identified.

16.8 Map of Sidbury



17 Uplyme

17.1 Description

Uplyme is located approximately 1.5 km North-West of Lyme Regis. The village is centred around a crossing of the River Lim in a wide valley. It is now a fairly dispersed village having spread up the immediate valley sides and along the valley above the floodplain. Uplyme is within the East Devon AONB and is in close proximity to the Jurassic Coast World Heritage Site.

17.2 The village lies on the B3165, the main road between Lyme Regis and Crewkerne via Raymond's Hill and has a parish population of around 1,600 residents. The village has a range of community services / facilities including a pub, community hall, church, primary school, and a community shop/post office. The village also contains a playing / cricket field, football pitch, tennis court, bowling green and children's play area.

17.3 Issues

The village is set within steep valleys with access to core services and facilities at the base. Residential development is often set on a rising gradient and offers a real challenge to pedestrian who faced with a steep fall and climb to access essential facilities. This is most prominent in development that is situated in the south of the village and forms the basis for providing an alternative to exclude the worst affected areas.

17.4 Policies

No specific policies are proposed for Uplyme.

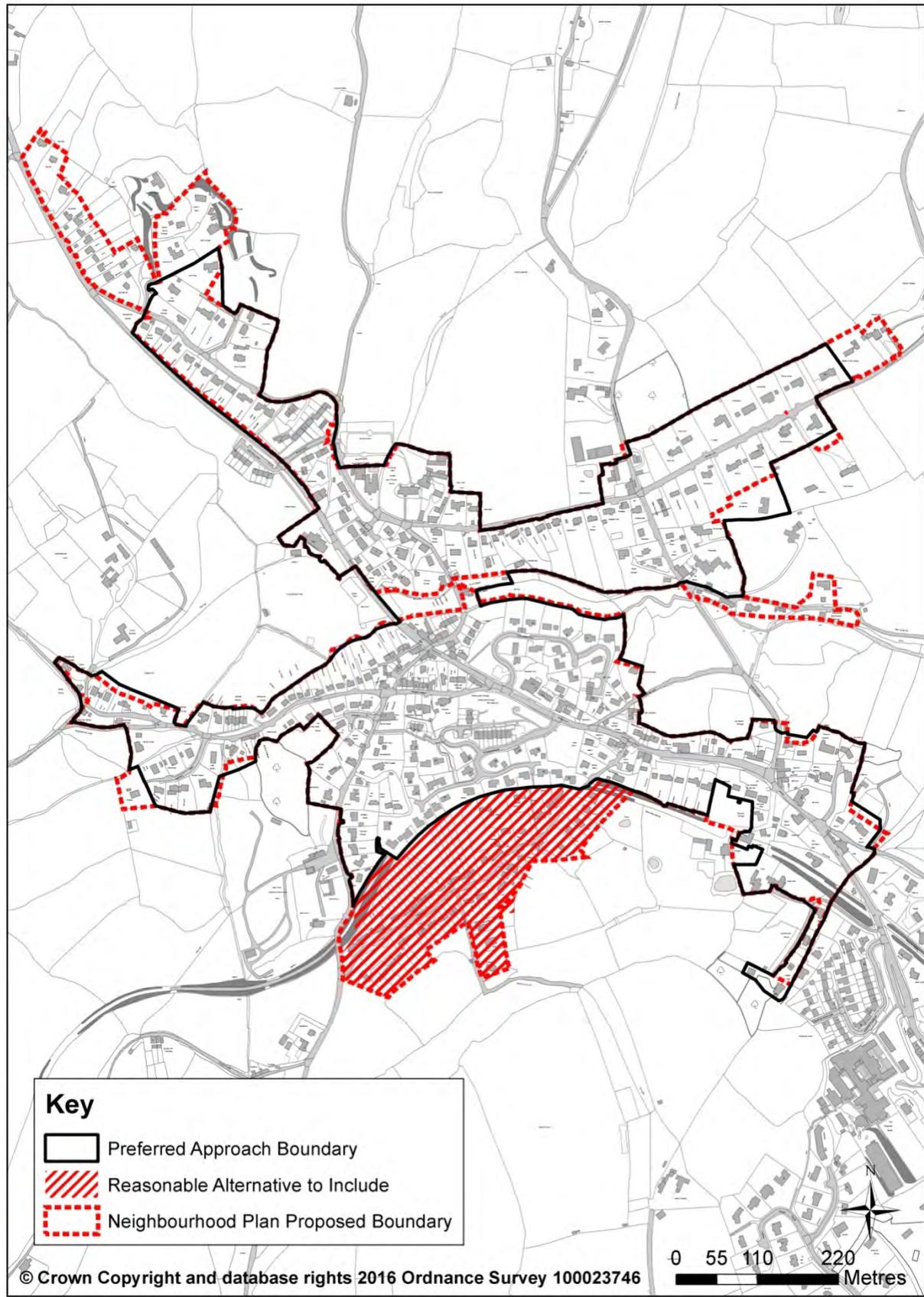
17.5 Neighbourhood Plan progress

The Neighbourhood Plan is at an advanced stage and proposes a different boundary which is shown in the map below. It has yet to be submitted. This is considered to be a reasonable alternative.

17.6 Alternative Approaches considered and justification for preferred approach

Due to steep rising gradients combined with long walking distances an identified alternative is to exclude an area to the south due to the barrier posed to pedestrians when accessing core services and facilities in the village centre. This is considered to be the preferred approach. Another reasonable alternative would be to adopt the boundary proposed in the draft Neighbourhood Plan. This was formulated using the same set of criteria but was instead undertaken by the Neighbourhood Plan group. The draft version of the plan is currently out at pre-submission consultation. It is preferable that an agreed approach be formulated before the Neighbourhood Plan proceeds to submission stage and therefore discussions with the Neighbourhood Plan group will be undertaken.

17.7 Map of Uplyme



18 West Hill

18.1 Description

West Hill can trace its routes back into history though it was predominantly developed in the later half of the twentieth century. The village occupies a woodland setting with many fine individual trees and groups of trees and it comprises predominantly of detached dwellings with a great many in large gardens.

18.2 The northern edges of West Hill lie around 1.9 from the edges of Ottery St Mary and around 2.6 km from Ottery St Mary town centre. West Hill has a number of community facilities including a primary school, shop, village hall, church, British Legion hall, and petrol filling station and it does benefit from some bus links.

18.3 Issues

Over recent years West Hill has seen as comparatively high levels of infill village development as people have subdivided large gardens to accommodate additional new dwellings. There has more recently been outward expansion of the village to accommodate new houses.

18.4 West Hill extends in a straight line north-south distance of over 2 kilometres and east-west of around 1.5 kilometres. A number of busier roads cut through the village but there are also quieter lanes and suburban streets. Many roads, however, do not have footpaths and walking distances in and through West Hill, especially from the southern parts to facilities in the north, can be lengthy with routes being quite steep.

18.5 Policies

No specific policies are proposed for West Hill.

18.6 Neighbourhood plan progress

West Hill is included within the Ottery St Mary Neighbourhood Plan which is at an early stage of production and draft proposals have yet to be formulated.

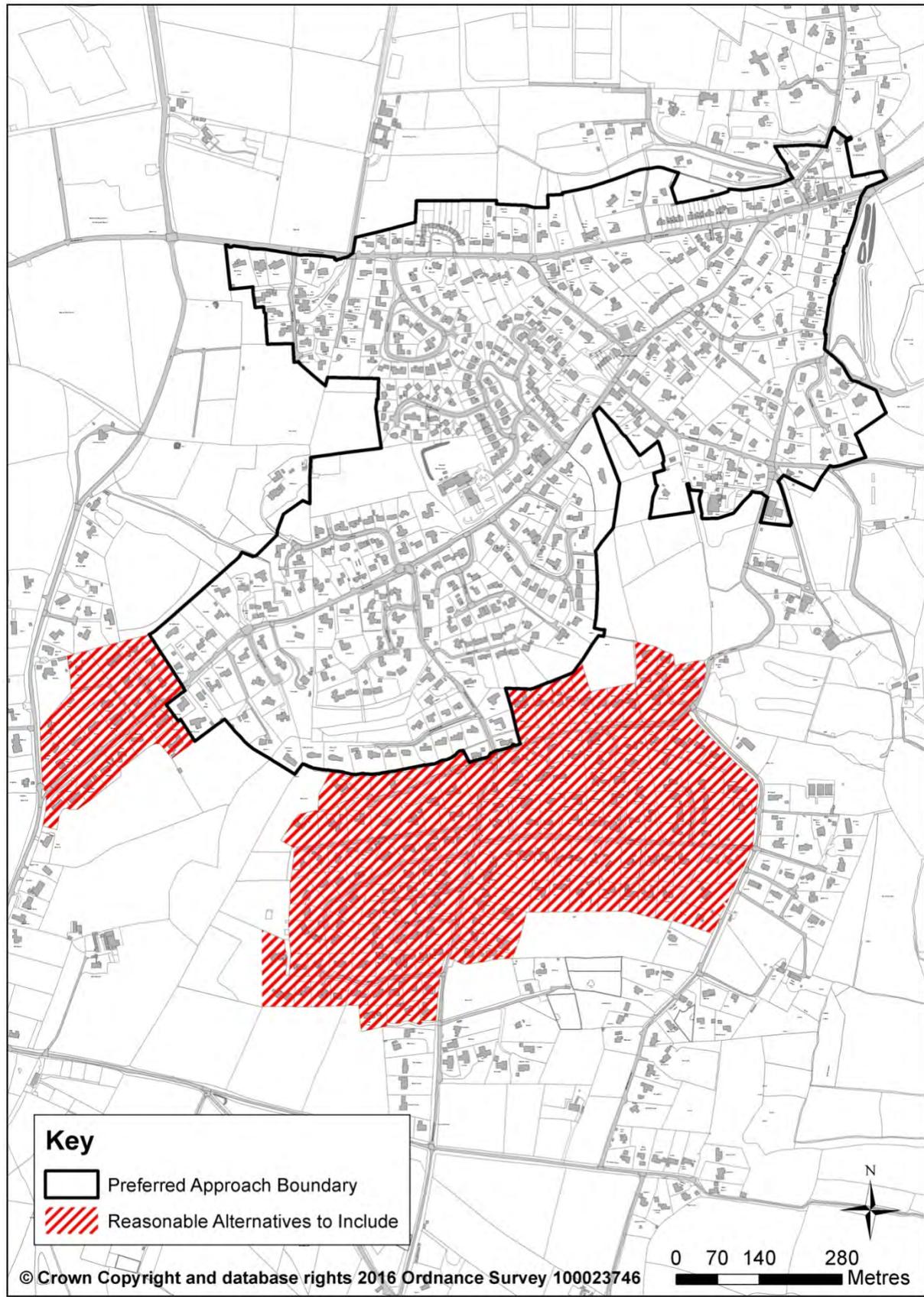
18.7 Alternative Approaches considered and justification for preferred approach

Walking distances from the southern parts of the village (and a small area on the eastern edge of West Hill) are such to warrant their exclusion from the Built-up Area Boundary when compared against the boundary that has been defined following the standard methodology. In terms of walking distance assessment an 800 metre walking distance threshold was taken using the road entrance to the village school as a starting point.

18.8 Land to the south of Birch Grove and Ford Lane falls at/beyond this 800 metre distance (noting this is pedestrian walking distance and not a straight line measure). Furthermore the walk to southern parts of West Hill in part involves using roads without footpaths and there are some steeper lengths, including on Higher Broad Oak Road. Whilst 800 metres walking distance to the School/village Hall was taken as a starting point it should be noted that other facilities, including the British Legion Hall, church and a cluster of uses around the petrol filling station and main bus route through the village lie to the north and therefore are even less accessible on foot. In addition to exclusion of the larger southerly area of West Hill from the boundary a very much smaller westerly area is also excluded as it falls beyond the 800 metre walk and involves some lengths of walking on West Hill Road where there is no footpath to use.

18.9 It should be noted that the application of the criteria to define an initial base-line Built-up Area Boundary for West Hill resulted in some quite large areas of residential development being excluded from the boundary. These areas typically comprised of dwellings set in large gardens that had a degree of separation from the core built areas of the village. The particular spacious and low density characteristics of West Hill were such to warrant exclusion of greater parts of the village than for other settlements assessed.

18.10 Map of West Hill



19 Whimble

19.1 Description

Whimble is located in the West of the District, around halfway between Honiton and Exeter. It has a largely rural setting in gently undulating pasture, crossed by the London to Exeter railway. The cider factory and associated orchards shaped the landscape although these have largely been developed for housing over recent years. As a result most working residents of Whimble are no longer employed locally, but instead travel out of the village to work, particularly to Exeter.

19.2 The Conservation Area mainly comprises the nucleus set around The Square and Church Road to the south. It also extends in a narrow strip north of the railway with a second, smaller group around the road junction. Within the Conservation Area are 22 listed buildings. Typical building materials are cob, thatch, slate, brick and hanging tile and render in a limited palette of colours.

19.3 Whimble is close to the A30 trunk road and has a London-Exeter line train station. Road access into the village itself from the A30 is via a wide rural lane (albeit less than two carriageway in places), from other directions the lanes are much narrower and are constrained by low bridges.

19.4 There are approximately 1640 people living in 750 houses. Village facilities are good- including a shop, hall, school, Church, hall, Post Office and satellite health centre- and meet residents basic daily needs. There is a regular, if infrequent, bus service and regular trains.

19.5 Issues

The village is divided into two halves by the narrowing of the road under the railway bridge which can cause congestion and danger to pedestrians/cyclists. Pedestrian access throughout the village is variable, with modern estate roads tending to be well lit and paved, whilst other parts of the village are accessed via narrow lanes.

19.6 Policies

There are no specific policies proposed for Whimple.

19.7 Neighbourhood Plan progress

The Neighbourhood Plan is at a fairly early stage of production with draft proposals yet to be formulated.

19.8 Alternative Approaches considered and justification for preferred approach

No alternative approaches have been identified.

19.9 Map of Whimble



20 Woodbury

20.1 Description

Woodbury is a nucleated settlement informally grouped in a small hollow on rising ground. The B3179 runs through the south of the village and is well used by vehicles, including HGV's. The main centre of the village with church, shops and pubs is located just off the B3179 to the south western side of the village, although there is a primary school to the north of this and a doctor's surgery to the south east. There is a conservation area covering the historic core of Woodbury, which is the focus for numerous listed buildings (around 43 in the conservation area).

20.2 Issues

Planning permissions have been granted for around 70 new homes on greenfield sites on the edge of Woodbury since 2013. Not all of the sites have been built, but the BUAB will need to be drawn to reflect these permissions. Whilst the main part of the village has a fairly compact nuclear form, there are some isolated pockets of housing that are proposed to be excluded from the BUAB.

20.3 Policies

No specific policies are proposed for Woodbury.

20.4 Neighbourhood Plan progress

The Neighbourhood Plan has been under production for some time but draft proposals have yet to be formulated.

20.5 Alternative Approaches considered and justification for preferred approach

No alternative approaches have been identified for Woodbury.

20.6 Map of Woodbury



21 Land at and around Greendale Business Park

21.1 Description

Greendale Business park lies to the south of the A3052, the primary access is from this road. The business park dates back to the turn of the 20th/21st century and over the past 20 years has expanded from a small base, historically with limited buildings in agricultural use, to a substantial business park extending to over 20 hectares. Part of the business park lies on land that has been subject to landfill waste disposal and there are substantial current waste management activities (with Devon County Council as waste planning authority) undertaken at the site.

21.2 The site is home to a number of businesses, occupying a range of premises that employ a substantial number of people.

21.3 Issues

Greendale Business Park has proven to be a popular location for a high number of businesses, occupying a range of premises, which employ a substantial number of people. In its favour it has a track record of delivery of premises and jobs. However, the business park is highly visually prominent from various points to the east, south and west (specifically including Woodbury Salterton village). Whilst the bulk of the existing Business Park lies within a flat valley floor in recent years, development has increasingly occurred on sloping and higher land that is visually far more prominent.

21.4 A small number of villages and hamlets (with a limited population) lie within 2.5 kilometres of the site, some larger (though not huge) villages are within an approximate 6km radius and at/beyond this distance lie the eastern edges of the City of Exeter (noting that the City has substantial employment provision on its eastern edge). The closest East Devon towns (nearly all of which have employment land allocations) lie further away. The site therefore has very poor accessibility for walkers and cyclists.

21.5 Previous justification for Greendale Business Park expansion in part relied on delays in major strategic West End sites coming forward for development. Science Park, Skypark, the major freight depot and Cranbrook have all seen infrastructure provision to support development and new employment development occurring.

21.6 Policies

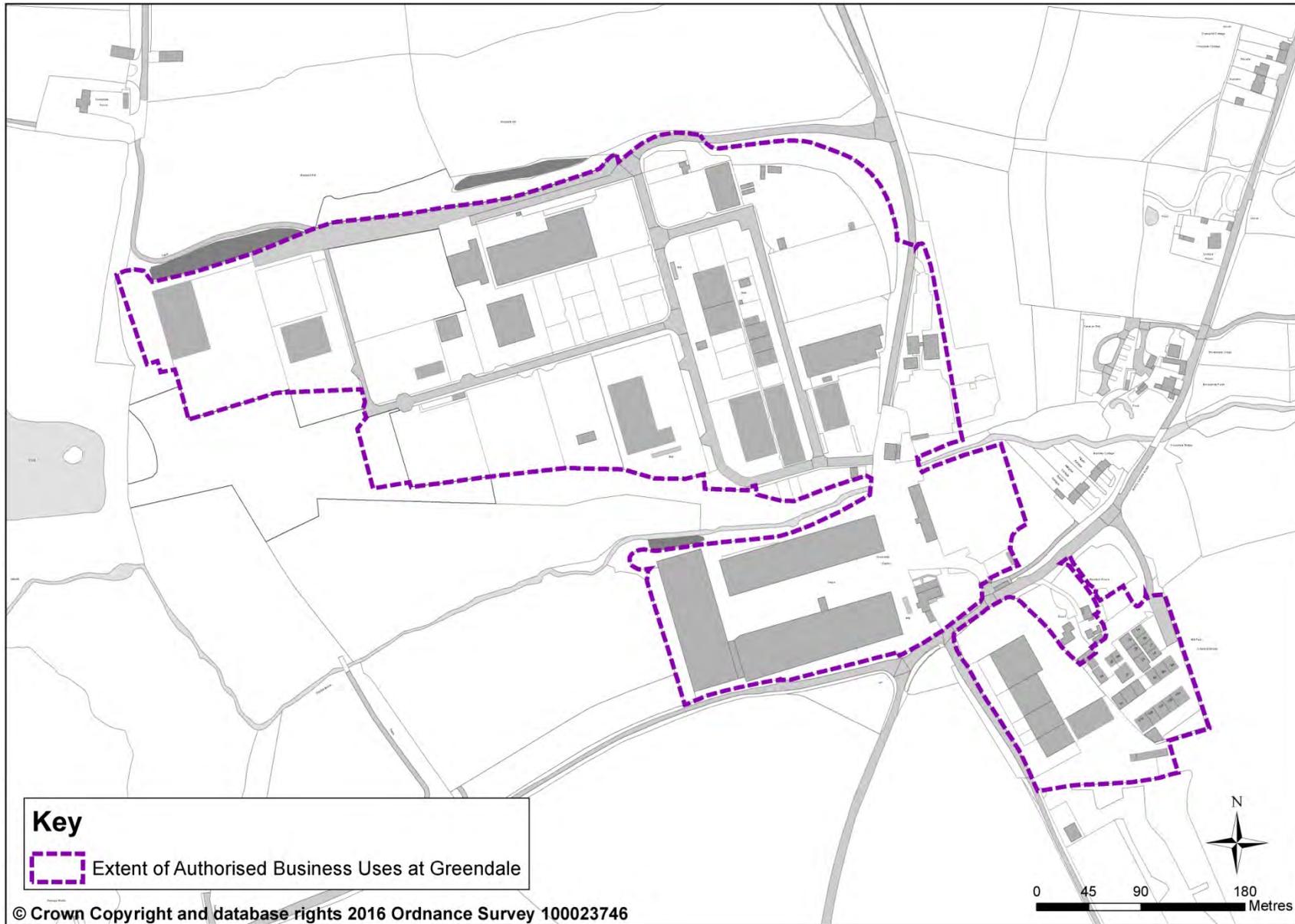
The proposed policy approach for Greendale Business Park is to produce an inset map which indicates a boundary to the employment area for information purposes. This approach reflects that taken in the adopted Local Plan where no allocations or formal built-up area boundary are defined. The approach provides clarity over the boundaries of the existing business park but retains the long standing policy position that the business park is within the open countryside and the subject of countryside protection policies included in Strategy 7 – Development in the Countryside.

21.7 Neighbourhood Plan progress

Greendale falls in Woodbury Parish and there is a Neighbourhood Plan, at an early stage of work, in production.

21.8 Alternative Approaches considered and justification for preferred approach

An alternative approach of drawing a built-up area boundary around the business park was considered to be contrary to the adopted Local Plan. Although business park expansion could have potential positive economic impacts there would be adverse environment impacts associated with such matters as site inaccessibility for walkers and cyclists and landscape impacts. There is also potential for adverse social impacts on nearby residential communities. Retaining the site within the open countryside provides the greatest level of protection from further development.



22 Land at and around Hill Barton Business Park

22.1 Description

Hill Barton Business Park lies to the north of and is accessed from the A3052. The business park dates back to the 1990s and over the past 30 years has expanded from a small base, historically with buildings in agricultural use, to a substantial business park extending to over 20 hectares. Part of the business park includes land that is involved in waste management activities (with Devon County Council as waste planning authority).

22.2 The site is home to a number of businesses, occupying a range of premises that employ a substantial number of people.

22.3 Issues

Hill Barton Business Park has proven to be a popular location for a high number of businesses, occupying a range of premises, which employ a substantial number of people. In its favour it has a track record of delivery of premises and jobs. However, parts of the business park are quite visually prominent though it does occupy a relatively flat area and parts are well screened.

22.4 A small number of villages and hamlets (with a limited population) lie within 2.5 kilometres of the business park, some larger (though not huge) villages are within an approximate 6km radius and at/beyond this distance lie the eastern edges of the City of Exeter (noting that the City has substantial employment provision on its eastern edge). The closest East Devon towns (nearly all of which have employment land allocations) lie further away. The site therefore has very poor accessibility for walkers and cyclists.

22.5 Previous justification for Hill Barton Business Park expansion in part relied on delays in major strategic West End sites coming forward for development. The Science Park, Skypark, the major freight depot and Cranbrook have all

seen infrastructure provision to support development and new employment development occurring.

22.6 Policies

The proposed policy approach for Hill Barton Business Park is to produce an inset map which indicates a boundary to the employment area for information purposes. This approach reflects that taken in the adopted Local Plan where no allocations or formal built-up area boundary are proposed. The approach provides clarity over the boundaries of the existing business park but retains the long standing policy position that the business park is within the open countryside and the subject of countryside protection policies included in Strategy 7 – Development in the Countryside.

22.7 Neighbourhood Plan progress

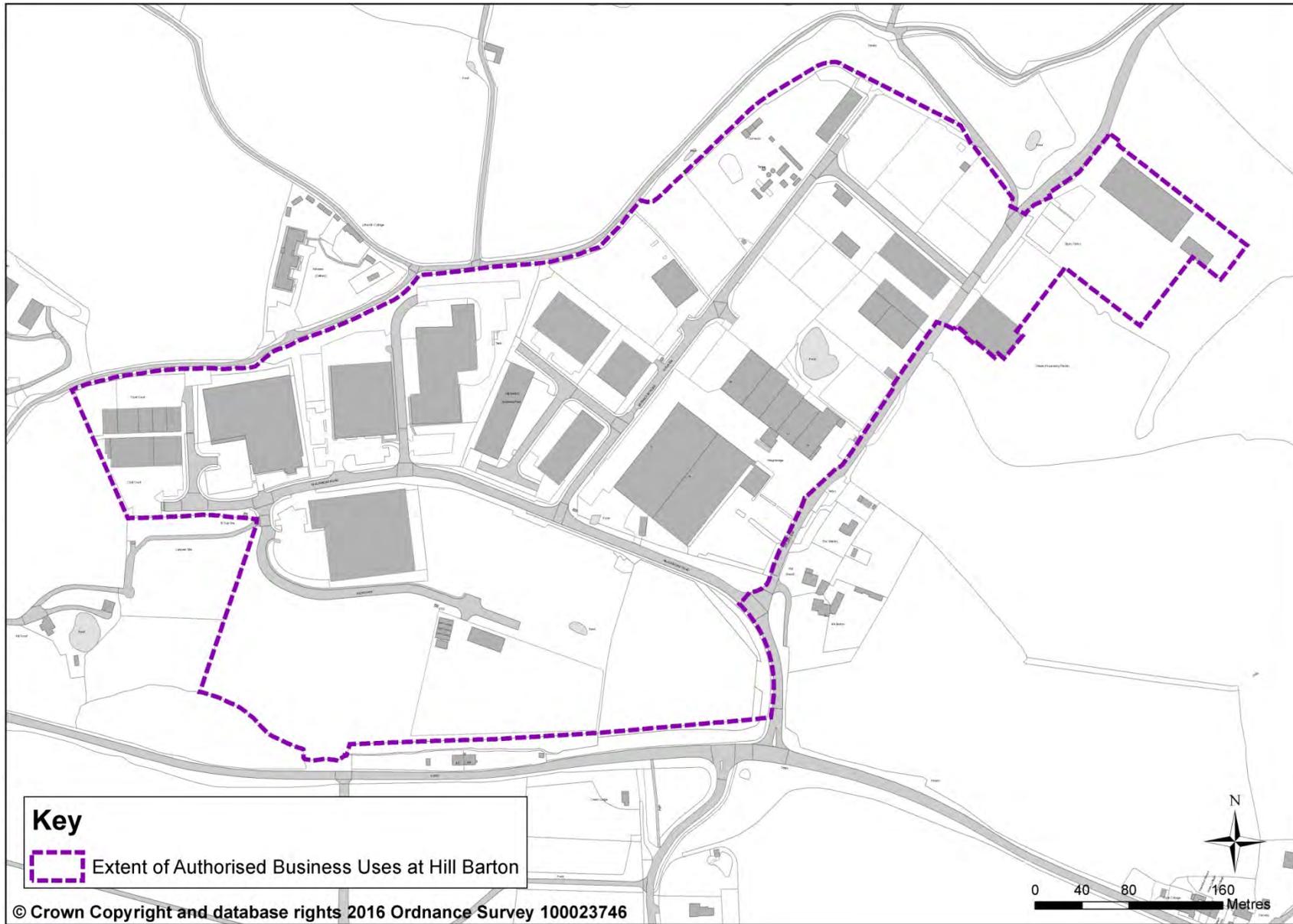
The western third of Hill Barton falls in Clyst Honiton Parish and there is a Neighbourhood Plan in production. The eastern two thirds fall in Farringdon and whilst they are also producing a Neighbourhood Plan it is at an early stage of production.

22.8 Alternative Approaches considered and justification for preferred approach

An alternative approach of drawing a built-up area boundary around the business park was considered to be contrary to the adopted Local Plan. Although business park expansion could have potential positive economic impacts there would be adverse environment impacts associated with such matters including site inaccessibility for walkers and cyclists and landscape impacts. There is also potential for adverse social impacts on nearby residential communities. Retaining the site within the open countryside provides the greatest level of protection from further development.

22.9 However, within the context of this overall critique it should be noted that the Business park for Hill Barton includes two plots of land, immediately to the west of the main entrance, that were green fields at June 2016 but which are drawn to be included in the boundary. These plots of land previously

benefitted from a planning permission for business use, they are well screened and read as part of the overall development of the Business Park.



Appendix 1 - Extract from East Devon Local Plan 2013 – 2031

(Strategy 6)

Strategy 6 - Development within Built-Up Area Boundaries

Built-up Area Boundaries are defined on the Proposals Map around the settlements of East Devon that are considered appropriate through strategic policy to accommodate growth and development. Within the boundaries development will be permitted if:

1. It would be compatible with the character of the site and its surroundings and in villages with the rural character of the settlement.
2. It would not lead to unacceptable pressure on services and would not adversely affect risk of flooding or coastal erosion.
3. It would not damage, and where practical, it will support promotion of wildlife, landscape, townscape or historic interests.
4. It would not involve the loss of land of local amenity importance or of recreational value;
5. It would not impair highway safety or traffic flows.
6. It would not prejudice the development potential of an adjacent site.

For the main Local Plan the boundaries relate to the Towns of East Devon. For our Villages they will be defined in the Villages Development Plan Document.

Where a local community prepare a Neighbourhood Plan they may specifically allocate sites and/or include criteria based or other policies for promoting development/land uses beyond the boundary. Such 'outside of boundaries' policy provision would supersede relevant constraint considerations set out in 'Strategy 7 - Development in the Countryside' and also other relevant constraint policies.

Appendix 2 - Extract from East Devon Local Plan 2013 - 2031

(Strategy 27)

Strategy 27 - Development at the Small Towns and Larger Villages

The following settlements vary in size and character but all offer a range of accessible services and facilities to meet many of the everyday needs of local residents and they have reasonable public transport. They will have a Built-up Area Boundary that will be designated in the East Devon Villages DPD though they will not have land specifically allocated for development.

- Beer
- Broadclyst
- Clyst St Mary
- Colyton
- East Budleigh
- Feniton
- Kilmington
- Lympstone
- Musbury
- Newton Poppleford
- Sidbury
- Uplyme
- West Hill
- Whimble
- Woodbury

If communities wish to promote development other than that which is supported through this strategy and other strategies in the Plan (at the settlements listed above or any other settlement) they will need to produce a Neighbourhood Plan or promote community led development (for example Community Land Trusts) justifying how and why, in a local context, the development will promote the objectives of sustainable development.

Appendix 3 - Criteria for defining Built-up Area Boundaries

	Ref	Criteria	Exceptions	Commentary
General Criteria	A1	Boundaries should reflect the existing scale and core built form of the settlement and should not seek expansion to facilitate additional development.	Communities may wish to allocate specific sites to accommodate additional development through neighbourhood planning. If a neighbourhood plan is made that allocates development, that site may be included within the Built-up Area Boundary under criteria B3, although this may be at a future review of the Villages Plan, depending on the timing.	It is important that the Villages Plan is prepared in accordance with the strategy set out in the new adopted local plan, which does not make provision for increased levels of development in rural settlements (rather it provides for infill development within the boundary and potential for affordable housing at the edges justified as an exception).
	A2	Where practical, boundaries should follow clearly defined physical features such as walls, fences, hedgerows, roads and water courses.	Where buildings are set in large grounds physical features may not form the appropriate boundary, depending on the relationship with the fabric of the settlement. For example, large gardens that 'stretch out' from the main built up area may be specifically excluded despite the absence of a physical boundary feature.	It is clearly desirable for lines on maps to follow physical features that have a degree of permanence. This enables the plan to be easily read and understood by interested parties and often such features on the edge of settlements mark a change in character from built settlement to rural. However, sometimes the change in character is more gradual, for example

	Ref	Criteria	Exceptions	Commentary
				where large gardens form a 'buffer' between the main built form of the settlement and the wider countryside. In these circumstances it may be appropriate for the BUAB not to follow physical features.
Areas to be included	B1	Built and extant planning permissions for residential and employment uses which are both physically and functionally related to the settlement.	Where planning permission has been granted as an exception to normal planning policy, including any market housing built to enable affordable housing under either the interim 'mixed market affordable housing' policy or Strategy 35 of the emerging East Devon Local Plan <u>OR where planning permission has been granted but due to special circumstances, such as low density development to protect mature trees, exclusion is appropriate.</u>	Where sites with permission will secure development that will fall in line with the criteria detailed in this methodology it will typically be appropriate to include them in the boundary.
	B2	Built and extant planning permissions for community	Where the buildings are set in extensive grounds either the grounds or the	Where buildings are physically well related to the built form of a settlement

	Ref	Criteria	Exceptions	Commentary
		facilities, such as religious buildings, schools and community halls which are considered to be <u>physically</u> and functionally related to the settlement.	buildings and grounds may be excluded, depending upon the physical and functional relationship with the settlement.	inclusion is appropriate. However, to include spacious grounds that are clearly beyond the built form of a settlement would suggest that development would be permitted in them when this is not the intention.
	B3	Site allocations identified in the development plan for residential, community or employment uses which are physically and functionally related to the settlement.	Significant areas of open space on the edge of site allocations with the countryside will not be included	If site allocations are contained in a neighbourhood plan that is Made, the Built-up Area Boundary defined in the Villages Plan will be amended when the plan is reviewed. In the interim there may be a discrepancy between the neighbourhood and villages plan.
Areas to be excluded	C1	The curtilage of any property with the capacity to extend the built form of the settlement, including large residential gardens.	Where there are small areas of land surrounded on more than two sides or predominantly surrounded by buildings that would not extend the visual appearance of the settlement, subject to detailed landscape assessment.	The definition of Built-up Area Boundaries, is about defining a group of land and buildings that together take the physical form of a settlement. It is not about including outlying land and buildings simply because they share an address or post code or including land
	C2	Recreational or amenity	Built structures, such as clubhouses,	

	Ref	Criteria	Exceptions	Commentary
		space at the edge of settlements which has a predominantly open visual character.	may be included where they 'read' as being part of the built form of the village.	with future development potential.
	C3	Isolated development which is physically or visually detached from the settlement (including farm buildings or renewable energy installations).	There is no expectation of there being exceptions.	
	C4	Parts of settlements that might comprise of groups of houses or buildings but which are separated by fields or open space from the main core of the village.	The only exception would apply where an outlying area also contains a range of services and facilities which might form a core service area in its own right.	

Appendix 4 - Extract from 'Providing for Journeys on Foot'
 (Chartered Institute of Highways and Transportation, 2000)

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

3.33. Planning Policy Guidance Note 6 states that the acceptable distance from a supermarket car park to the town centre is about 200–300m (DOE, 1996). Further sources of information on acceptable walking distances are provide by IHT (1997 and 1999) and DETR (1998).

3.34. For shopping, Carley and Donaldsons (1996) advise that that "acceptable" walking distances depend on the quality of the shops, the size of the shopping centre and the length of stay of the shopper. Specifically, they state that parking time governs the distance walked from parking. See Table 3.3) Higher quality and larger centres generate longer acceptable walking distances with up to 1250m of walking journey to 100,000m² of floor space.

Appendix 5 - Plain English Guide to Criteria for Defining Built-up Area Boundaries

East Devon Villages Plan – Proposed Built-up Area Boundary (Black Line) Criteria Guide

Built-up Area Boundaries are black lines drawn on maps that the Council use to help decide where it is acceptable for new homes and other buildings to be built. Inside of the black lines new buildings are generally acceptable, but outside they are only acceptable in special circumstances. Being outside of a black line just means that planning is less likely to be granted for new housing and industry and does not mean that your house is not part of the village in any other way. It does not affect changes to your home that can be made without planning permission.

We are considering where black lines should be drawn for the settlements of Beer; Broadclyst; Clyst St Mary; Colyton; East Budleigh; Feniton; Kilmington; Musbury; Newton Poppleford; Sidbury; Uplyme; West Hill; Whimble and Woodbury. It's important to have a fair process for deciding where the black lines should be drawn so we've drafted some guidelines to help us decide which sort of areas to include. We consulted on these guidelines last year and have made some changes to take account of the comments we received. You can see the full criteria on our web site at <http://eastdevon.gov.uk/planning/planning-policy/villages-plan/villages-plan-2016-consultation> or call us if you want more details.

In summary the criteria say:

- Criteria A1 – black lines will be drawn around the main groups of existing buildings and not around undeveloped areas. If communities want additional development this can be looked at through 'neighbourhood planning' (a separate planning process undertaken by or on behalf of the Parish Council)
- Criteria A2 – black lines will generally follow recognisable features such as fences and hedges, although large gardens may be excluded to help control the building of extra houses in their grounds.

- Criteria B1 – sites with existing planning permissions will be included in the black lines if they are close to the village, unless there were particular circumstances that justified the permission such as outstanding design or low density development.
- Criteria B2 – community buildings will be included in the black lines if they are close to the village, unless they include large grounds on the edge of the village.
- B3 – where a site has been allocated for housing, employment or community development in the local plan or a neighbourhood plan it will be included in the black lines, unless it includes large areas of open space.
- C1 – large gardens or grounds associated with buildings will be excluded where they could extend the built up area if developed.
- C2 – large gardens will not be included in the black lines unless they are surrounded by buildings and any new buildings would look like part of the existing village.
- C3 – groups of buildings detached from the main village area will not be included in the black lines.
- C4 – If different parts of the village are separated from the part of the village that has the services and facilities they will not be in the black lines unless they have services and facilities of their own.

Technical note:

This paper has been prepared to help inform discussions on where 'Built-up Area Boundaries' (referred to as black lines from now on in this paper) should be drawn as part of the East Devon Villages Plan. It supplements, but does not supplant the published criteria. Comments received on the black lines proposed will be taken into account by the Council before finalising the plan to be put before an independent Inspector. Any unresolved issues will be considered by the Inspector before the black lines are finalised.

The Built-up Area Boundary for Lypstone is defined in the Lypstone Neighbourhood Plan.

Appendix 6 – Summary of Alternative Approach to Reflect Access to Core Services and Facilities on Foot

Step 1 – Survey the settlement to determine BUAB under the ‘standard’ methodology and at the same time identify any ‘obstacles’ or ‘incentives’ to walking.

Check list of ‘obstacles’

- Crossing busy road
- Lack of well maintained paved footpaths
- Footpaths liable to flooding
- Steep slopes
- Indirect routes
- Lack of legibility of routes
- Lack of dropped kerbs
- Perceptions of safety such as blind corners, speed/proximity to traffic
- Perceptions of noise/amenity
- Lack of good quality street lighting
- Places to rest (benches)
- Lack of natural surveillance
- Lack of attractive meeting places

Check list of ‘incentives’

- Pedestrian crossings (zebras, pelicans, traffic calming)
- Availability of well maintained paved footpaths
- Direct routes to facilities
- Flat ground
- Direct routes to facilities
- Legible routes
- Dropped crossings
- Safe routes
- Quiet, attractive routes
- Good quality street lighting

- Lack of resting places (benches)
- Good natural surveillance
- Attractive meeting places

Step 2 – plot services and facilities.

Step 3 – plot ‘walking contours’ of 800m and 1200m.

Step 4 – consider whether any parts of the settlement included within the BUAB as defined under the ‘standard’ methodology should be excluded on the basis that services and facilities are not readily accessible on foot. NB. ‘Active design’ advises that facilities should be within a ‘comfortable’ 800m walk, although recent Inspectors decisions refer to the 1200m maximum of ‘Journeys on Foot’. Judgements should take account of these guidelines together with the obstacles or incentives noted.

References:

1. ‘Active Design’ (Sports England, October 2016) [Active design | Sport England](#)
2. ‘Providing for Journeys on Foot’(Chartered Institute of Highways and Transportation, 2000) <http://www.ciht.org.uk/download.cfm/docid/D66AD936-281C-4220-BF109289B5D01848>