

Preferred Site/Sites Response Form

Name of Parish	Kilminster
Name of Settlement	Kilminster
Clerk Contact Name	Miss H Kirkcaldie
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Kilminster Parish Council has considered all sites and identified the preferred sites of the local community to accommodate the housing numbers identified in the emerging East Devon Local Plan.

The following is a summary of the process followed and the reasoning used to determine the preferred sites.

- 1 EDDCs letter of 17th May 2012 advised that Kilminster was to “accommodate” 15 new houses outside the existing Built Up Area Boundary. This letter was posted on the village website site in August together with a brief outline of the village boundary change process.
- 2 Following a meeting with EDDC a Village Drop-In Consultation Day was held on Saturday 13th October 2012 between 10.00am and 4.00pm.
- 3 This was “advertised” as follows a) a notice delivered to every house in the parish, b) in the editorial of the village magazine, c) notices in the village Notice Boards and d) on the village web site – the later providing links to various EDDC web pages.
- 4 On display at the Drop-In Consultation Day were:
 - Maps showing
 - a) the existing BUAB line and land submitted to the SHLAA process.
 - b) AONB areas, Conservation areas, floodzones.

Extracts from the Local Plan concerning the proposals relating to Village Boundary Changes.

Extracts from the SHLAA document.

A "How it affects Kilmington" synopsis.

and

Criteria (as provided by EDDC) under which any sites would be judged.

5 75 village residents attended, 6 Parish Councillors were present (in shifts), a planning officer from EDDC attended for part of the time and answered questions.

6 Comments Forms were handed to attendees for completion over the following days.

7 48 completed Comments Forms were received, and analysed (copies of both supplied to EDDC).

8 Each site was "judged" against the criteria as supplied by EDDC.

9 Results of the analysis and "criteria" compliance were considered by the Parish Council. It was determined as follows:

The Preferred Sites are as follows: -

Two sites were identified:

a) SHLAA ref no. E332 – part of these fields only – i.e. adjacent to the existing development on the southern and western boundaries and away from the A35. The Parish Council considers that this area could be suitable for 10 houses.

In 2008 a different part of this SHLAA site was identified and was made available for Affordable Housing under the Exception Site mechanism. 11 such houses were to be built but, to date, lack of funding has prevented this development.

This Affordable Housing site continues to be pursued and such houses would be "in addition" to the total of 15 new houses proposed by EDDC – but making the Affordable Housing site available should be acknowledged and recognised by EDDC.

The Parish Council would wish that these two potential groups of new houses within this SHLAA site are not physically connected but are separated so as to avoid the possibility of a "through road".

b) Field alongside and abutting Whitford Road between Ashes Farm and the Village Hall - towards the western boundary (excluding the site of proposed Baptist Church). The Parish Council considers that this area could be suitable for 5 houses.

The Parish Council does not wish to “draw the new line” on either of the preferred sites at this stage. It believes that it would be better to do so in conjunction with a planning application or applications.

When the Parish Council submitted its response to the Local Development Framework in May 2010 it suggested that, of the 15 Open Market Houses required over the next 20 years, 5 should be Small (1/2 beds), 7 should be Medium (3 beds) and 3 should be Large (4+ beds). It would seem appropriate that this is applied to the 15 new houses required under the Local Plan.

There are other sites outside the BUAB that could be suitable for building 1, 2 or 3 houses. However the Village Boundary Change Process has not allowed us to suggest these – as the minimum number that the “Process” will consider is 5 new houses. We have been limited to finding either a single site for 15 houses, three sites of 5 houses each or two sites, one of not more than 10 houses and the other of not less than 5 houses. With a relatively small number of houses “required” over the plan period flexibility on this point would have been helpful.

Please return this form together with all information by Friday 30 November 2012.

Please return to:

Planning Policy
East Devon District Council
Council Offices
Knowle
Sidmouth
Devon EX10 8HL

Thank you.

Parish: Kilmington

Community Infrastructure Priorities

The Community Infrastructure Levy is a new levy that local authorities in England and Wales can charge on new developments in their area.

The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want – for example, new or safer road schemes, park improvements or a new health centre.

This will be split between strategic infrastructure which will be decided at a district/county level and a 'meaningful proportion' will be devolved to parish projects.

Please identify infrastructure that the parish sees as important at both a strategic level and that the parish would like to see funded from the parish proportion.

Strategic Infrastructure - benefits a larger area than an individual parish

North South Relief Road for Axminster

Parish infrastructure priorities - infrastructure with a parish focus

A 20mph speed limit along part of Whitford Road – especially the area near the school.

To "Update" the play area.

To undertake improvements at the allotments.

Please return to Planning Policy, EDDC, Knowle, Station Road, Sidmouth, Devon, EX10 8HL by 30 November 2012.

Kilmington

The Parish of Kilmington is located approximately 2 miles from Axminster and 8 miles from Honiton. It occupies an area of 1,760 acres upon which there are currently about 400 properties occupied by 800 parishioners. The built-up area of the village is concentrated and lies almost wholly to the south of the A35, the major trunk road running east-west that bisects the parish. It occupies less than 5% of the land area of the parish. The area to the north of the A35 is relatively sparsely populated and is still extensively farmed.

The village of Kilmington developed off the main road running east to west, the current A35. It grew in support of the dominant farming economy. There were three main centres of population quite widely spaced at The Green, Silver Street and the northern end of The Hill; The Street linked these three centres. There was a smaller community around Kilmington Cross on the main road and a number of large farms outside the core of the village. About 85 of the 94 properties listed around 1840 that have survived provide the historic core of modern Kilmington. They lie on a network of roads and lanes that has not changed over the last 200 years and is of critical importance to the visual character of the village.

A small part of the historic village core, at the eastern end of The Street and around St Giles Church and The Green, has Conservation Area status. There are in total 35 listed buildings in the Parish of Kilmington, only 9 of which lie in the existing Conservation Area. Reviews of the Conservation Area undertaken by EDDC have identified further small areas of the village that may qualify for Conservation Area status and have also criticised recent developments that tend to intrude on or lead to loss of the essential qualities of the existing Conservation Area.

The pace of housing development has accelerated over the past 170 years. 36 new properties were added in the 60 years to 1900. These all fronted on existing village roads; From 1900 to 1960 saw the building of a further 86 properties. Almost all the new build properties in this period were 2-storey. The 1960s brought the advent of the village bungalow. Over 200 new properties have been added since 1960.

The parish is today a vibrant and friendly community; there are many active societies, good sports facilities with a modern pavilion, a well-used village hall, a post office and stores, a farm shop, two inns, allotments, a respected school with more than 80 pupils, two churches, a village website and a village magazine. The average age of the community is now just over 50 compared to about 30 one hundred years ago and there is the danger that the village could become a retirement community. This is not currently the case and is decidedly not what the residents wish. The provision of affordable housing has been identified as a high priority, as has the retention of a thriving school. The residents care strongly about their village – they appreciate that change will occur, but they want a common sense approach to maintaining the environment that drew them to Kilmington and helps to give them a lifestyle they value.

Kilmington produced its Parish Plan in 2007 and its Design Statement in 2011 which set out clearly the views of the Parish. New housing should therefore be built in compliance with the guidelines set out in these documents.

Kilmington

PREFERRED SITE FOR 10 HOUSES

PREFERRED SITE FOR 5 HOUSES

AREA FOR AFFORDABLE HOUSING

PROPOSED BAPTIST CHURCH

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 eg shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Is the route flat, if not is the gradient reasonable for the less mobile? • If steep, are resting places available? • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	As the crow flies, over 400m from “centre” of the village and majority of site over 600m from “centre”. Measured along roads the whole site is over 600m. Shortest route is gently sloping has some paths but has no resting places - alternative route has steeper slopes with couple of resting places but has no pavements and is much longer – approx. 1,000m. No lighting on any route.
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"> • The access criteria are as question 2 	As above.
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, footpaths or cycle routes? • Is the site adjacent to a recreation space? 	No healthcare facilities within the village. Footpath along A35. Cycle route >600m. Common close, playing fields >600m. Privately owned woodland >600m.
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 (eg. ‘A’ road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)? 	Site adjacent to A35 truck road. Site currently sound buffer for existing properties.
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 eg. green space, new village hall	
8.To maintain and enhance built and historic assets	New development should not be located where it will harm the character or setting of an historic asset	Not adjacent to existing Conservation Area – but neighbouring properties opposite warrant this status – buildings date from mid 1800s.

	<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? 	
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 an Area of Outstanding Natural Beauty 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 adjoining properties? 	<p>Greenfield site. No existing buildings Not previously developed In AONB. Can be seen from road network – triangular site bordered on all sides by roads. Visible from surrounding areas. Very visible from adjoining properties</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>Site contains many trees - all/some of which are protected. Removal of trees would seriously affect the local area. The trees provide visual and audio buffer from A35</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"> • The criteria are as per question 2 	Close/adjacent to bus stops
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>Not agricultural. Adjacent to A35 Sewerage ??? Flooding unlikely.</p>

	<ul style="list-style-type: none"> Is the site within or adjacent to an area prone to flooding? 	
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 floodzone maps? 	Not in flood zone
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> <ul style="list-style-type: none"> Is there a need for additional employment eg small business units/storage/office space? Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements? 	Limited employment sites within the village.
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

None..

Have you attached additional information? **Yes - results of public consultation**

Site Assessment Checklist Settlement Name.. Kilmington ..Site.....E080 - Shute Road between Little Park and Waysfield.....

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 eg shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Is the route flat, if not is the gradient reasonable for the less mobile? • If steep, are resting places available? • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>As the crow flies significantly over 600m from "centre" of the village. Shortest route is gently sloping over the whole route. One route has limited paths but has no resting places - alternative route has steeper slopes with couple of resting places but has no pavements and is much longer. No lighting on any route.</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"> • The access criteria are as question 2 	As above
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, footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>No healthcare facilities within the village. Footpath along A35. Cycle route >600m. Common relatively close, playing fields >600m. Privately owned woodland relatively close.</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 (eg. 'A' road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)? 	<p>Site is away from main roads. Close to farm but not considered to be adversely affected. "Country" location so any new noise would be noticed.</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 eg. green space, new village hall	
8.To maintain and enhance built and historic assets	New development should not be located where it will harm the character or setting of an historic asset	Not close to historic asset.

	<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? 	
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 an Area of Outstanding Natural Beauty 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 adjoining properties? 	<p>Currently farmed – dairy. No existing buildings. Significant impact on countryside. In an AONB. Visible from roads and paths. Prominent site.</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>Development would have significant impact on character of area as currently open field used for grazing.</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 	<p>n/a</p>
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"> • The criteria are as per question 2 	<p>Bus stop over 600m away. Steady slope the entire route.</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? • Is the site within or adjacent to an area prone to flooding? 	<p>Agricultural land currently in use. Not adjacent to main road Sewerage ??? Flooding unlikely.</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 floodzone maps? 	Not in flood zone
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> <ul style="list-style-type: none"> • Is there a need for additional employment eg small business units/storage/office space? • Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements? 	Limited employment sites within the village.
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

None

Have you attached additional information? **Yes - results of public consultation.**

Site Assessment Checklist Settlement Name.....Kilmington...Site.....E082 – Birchwood Farm – Shute Road/Roman 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 eg shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Is the route flat, if not is the gradient reasonable for the less mobile? • If steep, are resting places available? • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>As the crow flies significantly over 600m from "centre" of the village. Shortest route is gently sloping over the whole route. One route has limited paths but has no resting places - alternative route has steeper slopes with couple of resting places but has no pavements and is much longer. No lighting on any route.</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"> • The access criteria are as question 2 	As above
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, footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>No healthcare facilities within the village. Footpath along A35. Cycle route >600m. Common relatively close, playing fields >600m. Privately owned woodland relatively close.</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 (eg. 'A' road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)? 	<p>Site is away from main roads. Development on part of this site would be very close to farm (as site is the centre of the farm) but not necessarily considered to be adversely affected. "Country" location so any new noise would be noticed by neighbouring 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 eg. green space, new village hall	
8.To maintain and enhance built and historic assets	New development should not be located where it will harm the character or setting of an historic asset	Development on Roman Road site would be adjacent to historic Roman Road

	<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? 	Development on Shute Road side of site would not be close to historic asset.
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 an Area of Outstanding Natural Beauty 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 adjoining properties? 	Currently farmed – dairy. Existing farm buildings within the site but no buildings elsewhere on site. Significant impact on countryside. In an AONB. Visible from roads and paths. Prominent site.
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)? 	Development would have significant impact on character of area as currently the hub of a working dairy farm.
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"> • The criteria are as per question 2 	Bus stop between 400m and 600m away. Steady slope the entire route.
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? • Is the site within or adjacent to an area prone to 	Agricultural land currently in use. Not adjacent to main road Sewerage ??? Flooding unlikely.

	flooding?	
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 floodzone maps? 	Not in flood zone
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> <ul style="list-style-type: none"> • Is there a need for additional employment eg small business units/storage/office space? • Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements? 	Limited employment sites within the village.
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

None

Have you attached additional information?

Yes - results of public consultation.

Site Assessment Checklist Settlement Name.....Kilmington.....Site.....E084 – Pitt Orchard

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 eg shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Is the route flat, if not is the gradient reasonable for the less mobile? • If steep, are resting places available? • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	As the crow flies over 400m from "centre" of the village. By road site is over 600m from centre of village. Route is undulating - varies from gentle slope to steeper sections. Route has couple of resting places but has no pavements. No lighting on whole route.
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"> • The access criteria are as question 2 	As above.
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, footpaths or cycle routes? • Is the site adjacent to a recreation space? 	No healthcare facilities within the village. Footpath along A35. Cycle route >600m. Playing fields >600m. Privately owned woodland >600m.
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 (eg. 'A' road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)? 	Site is away from main roads. "Country" location so any new noise would be noticed by neighbouring residents – however might be improvement on recent "industrial activities.
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 eg. green space, new village hall	
8.To maintain and enhance built and historic assets	New development should not be located where it will harm the character or setting of an historic asset	Site overlooks/is above Silver Street – possible future conservation site

	<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? 	
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 an Area of Outstanding Natural Beauty 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 adjoining properties? 	<p>Not greenfield as "semi" industrial site. Several "containers" have been stored/placed on site in the past. In an AONB. Raised site so could be prominent.</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>Could have negative impact on Silver Street. Offset by change of use from "industrial" to residential.</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"> • The criteria are as per question 2 	Bus stop over 400m away.
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? • Is the site within or adjacent to an area prone to 	<p>Not agricultural. Not adjacent to main road Sewerage ??? Flooding unlikely. Possibly contains spring(s).</p>

	flooding?	
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 floodzone maps? 	Is adjacent to "floodzone" but is on raised land so not thought to be affected.
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> <ul style="list-style-type: none"> Is there a need for additional employment eg small business units/storage/office space? Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements? 	Limited employment sites within the village.
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

None

Have you attached additional information?

Yes - results of public consultation.

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 eg shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Is the route flat, if not is the gradient reasonable for the less mobile? • If steep, are resting places available? • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>As crow flies part of site less than 400m. By road one "entry" point to site is approx. 340m from centre. Other "entry" point is 660m from village centre. Gentle slopes the whole route. Shortest route no resting places. Longer route has couple of resting places. Some footpaths on some of shorter route – non on longer route. No street lighting.</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"> • The access criteria are as question 2 	As above.
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, footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>No healthcare facilities within the village. Footpath along A35. Cycle route >600m. Common relatively close, playing fields physically close but >600m by road. Privately owned woodland over 600m.</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 (eg. 'A' road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)? 	<p>Site adjacent to A35 but most suitable part is away from this road. No adverse impact from adjacent useage. Limited impact on existing 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 eg. green space, new village hall	
8.To maintain and enhance built and historic assets	New development should not be located where it will harm the character or setting of an historic asset	Little or no impact on historic asset.

	<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? 	
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 an Area of Outstanding Natural Beauty 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 adjoining properties? 	Currently farmed – dairy/feed. No buildings on site. Limited impact on countryside. In an AONB. Visible from roads and paths.
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)? 	Limited impact on local area.
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"> • The criteria are as per question 2 	Bus stop within 400m of one entry point. Other entry point over 600m from bus stops (unless path created directly to A35).
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? • Is the site within or adjacent to an area prone to flooding? 	Agricultural land currently in use. Part of site adjacent to main road – proposed part away from road. Sewerage ??? Flooding unlikely.

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 floodzone maps? 	Not in flood zone
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> <ul style="list-style-type: none"> Is there a need for additional employment eg small business units/storage/office space? Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements? 	Limited employment sites within the village.
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

Site submitted to SHLAA is large – too big for existing requirements. Parts of site furthest from A35 considered appropriate for limited development.

Have you attached additional information?

Yes - results of public consultation.

Site Assessment Checklist Settlement Name.....Kilmington..... Site.....E Fields between Gore Lane & Bimbom Lane.....

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 eg shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Is the route flat, if not is the gradient reasonable for the less mobile? • If steep, are resting places available? • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>Eastern end of site approx 400m. Western end of site (Bimbom/Silverleigh) over 600m by road. Short steepish slope at eastern and western ends. Resting places. No footpaths No street Lighting.</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"> • The access criteria are as question 2 	As above
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, footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>No healthcare facilities within the village. Footpath along A35. Cycle route +/- 600m east end. Playing fields +/- 400m east. Over 600m west. Privately owned woodland >600m.</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 (eg. 'A' road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)? 	<p>Not close to main road. Limited impact from adjacent useage (farmland). Limited noise impact on existing residents. Significant visual impact as site is on higher ground</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 eg. 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 	Little or no impact on historic asset.

	<p>character of a historic building or Conservation Area?</p> <ul style="list-style-type: none"> Approximately how far away are they? 	
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 an Area of Outstanding Natural Beauty 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 adjoining properties? 	<p>Currently farmed – grazing/feed. No buildings on site. Limited impact on countryside. Within AONB. Very prominent site as raised above adjacent properties. Very visible from roads and paths. Very prominent when viewed from adjoining properties?</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)? 	Limited impact on local area.
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"> The criteria are as per question 2 	Distant from bus stops
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? Is the site within or adjacent to an area prone to flooding? 	<p>Agricultural land currently in use. Distant from main road. Sewerage??? Flooding unlikely.</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 floodzone maps? 	Not in floodzone
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> <ul style="list-style-type: none"> • Is there a need for additional employment eg small business units/storage/office space? • Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements? 	Limited employment sites within the village.
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

Site not submitted to SHLAA prior to Public meeting so no comments made. Not a favoured "other" site. Access to either end difficult due to narrow roads.

Have you attached additional information?

Site Assessment Checklist Settlement Name.....Kilmington..... Site.....E Ashes Farm, Whitford 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 eg shop, hall, bus stop.</p> <ul style="list-style-type: none"> • Is the route flat, if not is the gradient reasonable for the less mobile? • If steep, are resting places available? • Are footpaths available to avoid traffic conflict? • Are access routes lit? 	<p>Within 400m of most local facilities. Route is flat. No footpaths. No street lighting.</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"> • The access criteria are as question 2 	As above
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, footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>No healthcare facilities within the village. Footpath along A35. Cycle route +/- 400m. Playing fields adjacent. Privately owned woodland >600m.</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 (eg. 'A' road or railway)? • Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?) • Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)? 	<p>A35 close. Possible impact from adjacent useage (service station and skip business). Limited impact on existing 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 eg. green space, new village hall	
8.To maintain and enhance built and historic assets	New development should not be located where it will harm the character or setting of an historic asset	Little or no impact on historic asset.

	<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? 	
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 an Area of Outstanding Natural Beauty 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 adjoining properties? 	<p>Currently farmed – grazing/feed. No buildings on site. Limited impact on countryside. Outside AONB. Limited visibility from roads and paths.</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)? 	Limited impact on local area.
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"> • The criteria are as per question 2 	<p>Within 400m of bus stops. Flat route.</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? • Is the site within or adjacent to an area prone to 	<p>Agricultural land currently in use. Set back from main road. Mains sewerage thought to be available Flooding unlikely.</p>

	flooding?	
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 floodzone maps? 	Not in flood zone
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> <ul style="list-style-type: none"> • Is there a need for additional employment eg small business units/storage/office space? • Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements? 	Limited employment sites within the village.
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

Site submitted late – so not included in drop-in day exhibit. However this is the most popular/chosen “other” site.

Have you attached additional information?

Yes - results of public consultation.