

Clyst St George Parish Council

Clerk to the Council
Mrs L. Gold-Lewis
24 Sunhill Avenue
Topsham
Exeter
EX3 0BP

Tel: 01392 661129

October 2012

*****Review of the Village Boundaries***** *****Clyst St.George and Ebford*****

The Parish Council in conjunction with information provided by East Devon District Council will exhibit plans and welcome public comment regarding the new settlement boundaries to accommodate the proposed additional 25 houses per village to be developed within the local plan period up to 2026.

The plans will be available:

- **Between 2.00 p.m.and 6.00 p.m.**
- **Saturday 13th October 2012**
- **At the Village Hall in Clyst St George (In the Ethel Cann Room at the rear)**
- **Written comments will be invited.**

Liz Gold-Lewis - Clerk to the Parish Council

Parish CYST ST GEORGE

* PROVISION FOR CYST ST GEORGE
Community Infrastructure Priorities EGBFORD *

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

PROVIDE/
 IMPROVE CYCLE ROUTE FROM CYST ST GEORGE PUB TO DARRAS SHOPPING VILLAGE.
 CONSIDER CYCLE LANE ALONG A376 CYST ST GEORGE TO CYST ST MARY

Parish infrastructure priorities - infrastructure with a parish focus

CYST ST GEORGE VILLAGE - A PARISH OPEN SPACE ON LAND AT REAR OF VILLAGE HALL FOR COMMUNITY & SCHOOL USE, TO INCORPORATE A CHILDREN'S PLAY AREA & ADDITIONAL PARKING FOR THE VILLAGE HALL.

? PROVISION OF GAS FROM OTHER SIDE OF A376 TO VILLAGE.

EGBFORD *
 PROVIDE PARISH OPEN SPACE, WITH CHILDREN'S PLAY AREA

Preferred Site/Sites Response Form

Name of Parish	<i>Clyst St George</i>
Name of Settlement	<i>EBFORD</i>
Clerk Contact Name	<i>Mrs L. Gold - Lewis</i>
Contact Address	<i>24, Sunhill Avenue Topsham Exeter EX3 0BP</i>
Tel. No.	<i>01392 - 661129</i>
Email:	<i>clerk@clyststgeorge.eastdevon.gov.uk</i>

Parish Councils should have considered all sites and identified the preferred site/s of the local community to accommodate the housing numbers identified in the emerging East Devon local Plan. We will leave the process for this up to Councils but it should be open and transparent and fully informed by consultation with interested parties (including residents, landowners and businesses).

As a minimum please confirm that:

1. A public exhibition was held on *13th October 2012* at which the A1 Plans showing constraints and possible alternative sites were displayed.
 2. Parish Councillors were available to answer questions and comments were recorded and these, with any other material received, are submitted to the District Council with this form.
 3. The exhibition was advertised on the Parish notice board and ~~website~~ *PARISH - MAGAZINE (FREE TO HOUSEHOLD)*
- copy of notice board - notice enclosed*

The Preferred Site/s are as follows (Please also indicate the site/s or part of sites on an OS map):

W045, Part of W049, W027, Part of W018

Please provide a written summary of the process followed and the reasoning used to determine the preferred site/s. This will be included in a report to the Development Management Committee early in the New Year.

PARISHIONERS WERE INVITED TO ATTEND LOCAL EXHIBITION TO COMMENT ON THEIR PREFERRED SITES, THOSE WHO WISHED TO MAKE WRITTEN COMMENT DID SO ON THE PREPARED SHEETS AS ENCLOSED.

THE MAJORITY OPINION WAS THAT DEVELOPMENT SHOULD BE SPREAD THROUGH THE VILLAGE, AS IT WAS CONSIDERED THAT IT WOULD HELP INTEGRATION, RATHER THAN ONE ESTATE OF 25 HOUSES LEADING TO A "OLD & NEW" ATTITUDE.

IF POSSIBLE THE W049(PART) & THE W018(PART) COULD BE LINKED WITH A ROADWAY TO ASSIST ACCESS TO THE A376 FOR EDFOED LANE ETC. VIA THE EXISTING TRAFFIC LIGHTS, & THE JUNCTION AN EDFOED LANE TO A376 BE AN ENTRANCE TO THE VILLAGE, & TURN LEFT EXIT ONLY.

SUGGESTED DEVELOPMENT NO'S. :-

W045 - 6NO. PART W049 - 7NO, W027 - 5NO, PART W018 - 7NO.

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.

Strategic Housing Land Availability Assessment (SHLAA)

- Not Developable
- Developable
- Not Yet Reassessed
- Built Up Area Boundary



1:2,000



Site Assessment Checklist

The East Devon Local Plan has been subject to a Sustainability Appraisal, which is a legal requirement to ensure that the social, environmental and economic impacts of development are appropriately considered. It is important that a consistent approach is followed for all parts of the Plan, therefore the objectives used in the Sustainability Appraisal are used as the basis of the criteria for assessing the sites in the villages. The strategic nature of the objectives means that some are more applicable to large urban developments, however we have adapted them to apply to the smaller scale of development in the villages as far as possible.

We would like you to use the criteria in the second column to assess the sites identified for your village, considering whether development of each site is likely to result in a positive, neutral or negative impact. Please complete one form for each site under consideration and add comments in the last column. Examples of completed forms are available. Some objectives are unlikely to be applicable at this scale of development, for instance because they are dealt with at a later stage in the planning/building process, and so the criteria column states that this is not likely to be relevant at this stage. An example of this would be crime reduction or greenhouse gas emissions which are dealt with when detailed designs are drawn up. You can comment on these issues if you wish to but are not expected to.

Bold criteria (in column 2) should be adhered to unless there is a strong reason for not doing so, for instance if no site is available within 400m of services then, by default, a site further away will need to be allocated. A series of questions are included to enable a more detailed assessment.

If you wish to include further information, eg photographs of sites to support your assessment please attach them to the form. We can accept forms in hard copy sent to Planning Policy, EDDC, knowle, Station Road, Sidmouth, Devon EX10 8HL or electronically sent to croddway@eastdevon.gov.uk

Settlement Name..... EBFOPO Site..... Site No 45

Please return these forms by 30th November 2012

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><i>THE SITE IS POSITIVELY LOCATED THE SITE IS A SLIGHT RISE OF APPROX 400 M TO SHOP & 600 M TO CHURCH 100 M TO BUS STOP FOOT PATH AVAILABLE TO 95% OF ROUTE ROUTE IS LIT.</i></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 	<p><i>SCHOOL IS APPROX 500 M.</i></p>

4.To improve the population's health	<p>New development should ideally have access to healthcare facilities. This is not possible in most villages but sites should be located close to recreation space and off-road paths</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities, footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p><i>HEALTH CARE FACILITIES ARE APPROX ONE MILE, PUBLIC TRANSPORT AVAILABCE. THE SITE IS APPROX 100M FROM FOOTPATH / CYCLE ROUTE - NO - RECREATION SPACE -</i></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><i>THE SITE IS BOUNDED BY A376 ON ONE SIDE (40MPH LIMIT) NO ADJACENT USE OTHER THAN RESIDENTIAL CONSTRUCTION NOISE - MINIMUM IMPACT</i></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 character of a historic building or Conservation Area? • Approximately how far away are they? 	<p><i>NEUTRAL IMPACT NEAREST LISTED BUILDING APPROX 100M.</i></p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p>Priority should be given to previously used land and new development should be located adjacent to or within the existing Built-up Area Boundary to minimise impact on the countryside and prevent sprawl. Sites remote from the existing settlement should not be considered appropriate.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area? 	<p><i>NO NEGATIVE IMPACT SITE WITHIN BUILT UP BOUNDARY STABLES/SHED/DWELLING EXIST ON SITE NOT IN AN A.N.O.B.</i></p>

	<ul style="list-style-type: none"> • 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>Seen from Road NEUTRAL Impact NEUTRAL Impact</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>NEUTRAL Impact THE SITE ADJOINS EXISTING RESIDENTIAL DEVELOPMENT & WILL NOT IMPACT ON AMENITY</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>No Impact</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>Positive Impact THE SITE IS WITHIN 100M OF BUS STOP (10MIN SERVICE)</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>NEUTRAL Impact NOT IN AGRICULTURAL USE PART ADJACENT TO A376 SEWERAGE CAPACITY SHOULD BE O.K NOT PRONE TO FLOODING</p>
14. To contribute towards a reduction in local emissions of greenhouse gases	<p>This is unlikely to be relevant at this stage</p>	
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? 	<p>No Impact</p>

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? 	<p><i>The site is within 300m of at most 500m of employment sites</i></p> <p><i>bus service to Exeter & Exmouth</i></p>
19.To maintain and enhance the vitality and viability of the Towns of East Devon	This is unlikely to be relevant at this stage	
20.To encourage and accommodate both indigenous and inward investment	This is unlikely to be relevant at this stage	

Any other observations

This site is within the current village built up boundary, the parish council considers this site suitable to accommodate approx 5-6 dwellings.

Have you attached additional information?

Site Assessment Checklist

The East Devon Local Plan has been subject to a Sustainability Appraisal, which is a legal requirement to ensure that the social, environmental and economic impacts of development are appropriately considered. It is important that a consistent approach is followed for all parts of the Plan, therefore the objectives used in the Sustainability Appraisal are used as the basis of the criteria for assessing the sites in the villages. The strategic nature of the objectives means that some are more applicable to large urban developments, however we have adapted them to apply to the smaller scale of development in the villages as far as possible.

We would like you to use the criteria in the second column to assess the sites identified for your village, considering whether development of each site is likely to result in a positive, neutral or negative impact. Please complete one form for each site under consideration and add comments in the last column. Examples of completed forms are available. Some objectives are unlikely to be applicable at this scale of development, for instance because they are dealt with at a later stage in the planning/building process, and so the criteria column states that this is not likely to be relevant at this stage. An example of this would be crime reduction or greenhouse gas emissions which are dealt with when detailed designs are drawn up. You can comment on these issues if you wish to but are not expected to.

Bold criteria (in column 2) should be adhered to unless there is a strong reason for not doing so, for instance if no site is available within 400m of services then, by default, a site further away will need to be allocated. A series of questions are included to enable a more detailed assessment.

If you wish to include further information, eg photographs of sites to support your assessment please attach them to the form. We can accept forms in hard copy sent to Planning Policy, EDDC, knowle, Station Road, Sidmouth, Devon EX10 8HL or electronically sent to croddway@eastdevon.gov.uk

Settlement Name..... Esford

Site..... W27

Please return these forms by 30th November 2012

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>THE SITE IS ON THE EDGE OF VILLAGE. SITE IS A LEVEL WALK. 800M TO SHOP & 600M TO SCHOOL 500M TO BUS STOP GENERALLY 50% PAVEMENT ON ROUTES, ACCESS ROUTES ARE ALL LIGHT</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 	<p>SCHOOL IS APPROX 600M.</p>

4.To improve the population's health	<p>New development should ideally have access to healthcare facilities. This is not possible in most villages but sites should be located close to recreation space and off-road paths</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities, footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p><i>HEALTH CARE FACILITIES ARE APPROX ONE MILE, PUBLIC TRANSPORT AVAILABLE THE SITE IS APPROX 400M TO BUS STOP / CYCLE ROUTE NO - RECREATIONAL SPACE</i></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><i>NOT CLOSE TO MAIN HIGHWAY ADJACENT TO FARM LAND CONSTRUCTION NOISE - MINIMUM - IMPACT</i></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 character of a historic building or Conservation Area? • Approximately how far away are they? 	<p><i>NEUTRAL IMPACT</i></p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p>Priority should be given to previously used land and new development should be located adjacent to or within the existing Built-up Area Boundary to minimise impact on the countryside and prevent sprawl. Sites remote from the existing settlement should not be considered appropriate.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area? 	<p><i>NO IMPACT ADJACENT TO BUILT UP BOUNDARY STABLES EXIST NOT IN AN A.N.O.B.</i></p>

	<ul style="list-style-type: none"> • 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><i>CAN BE SEEN FROM ADJACENT LANE</i></p> <p><i>NEUTRAL IMPACT</i></p> <p><i>NEUTRAL IMPACT</i></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><i>NEUTRAL IMPACT</i></p> <p><i>THE SITE IS NEAR RESIDENTIAL DEVELOPMENT & WILL HAVE NO IMPACT ON AMENITY</i></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><i>NO IMPACT</i></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><i>NEUTRAL IMPACT</i></p> <p><i>THE SITE IS WITHIN 500M OF BUS STOP (10 MIN SERVICE)</i></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><i>NEUTRAL IMPACT</i></p> <p><i>NOT IN AGRICULTURAL USE</i></p> <p><i>SEWAGE CAPACITY SHOULD BE O.K.</i></p> <p><i>NOT PRONE TO FLOODING</i></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? 	<p><i>NOT KNOWN TO FLOOD</i></p>

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? 	<p><i>The site is within 600m of Employment Site</i></p> <p><i>Bus Service to Exeter - Exmouth</i></p>
19.To maintain and enhance the vitality and viability of the Towns of East Devon	This is unlikely to be relevant at this stage	
20.To encourage and accommodate both indigenous and inward investment	This is unlikely to be relevant at this stage	

Any other observations

The site is adjacent to the current built up boundary. The parish council considers this site suitable to accommodate - 5 houses. The use of this sized facilitates the spread across the village.

Have you attached additional information?

Site Assessment Checklist

The East Devon Local Plan has been subject to a Sustainability Appraisal, which is a legal requirement to ensure that the social, environmental and economic impacts of development are appropriately considered. It is important that a consistent approach is followed for all parts of the Plan, therefore the objectives used in the Sustainability Appraisal are used as the basis of the criteria for assessing the sites in the villages. The strategic nature of the objectives means that some are more applicable to large urban developments, however we have adapted them to apply to the smaller scale of development in the villages as far as possible.

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If you wish to include further information, eg photographs of sites to support your assessment please attach them to the form. We can accept forms in hard copy sent to Planning Policy, EDDC, knowle, Station Road, Sidmouth, Devon EX10 8HL or electronically sent to crodway@eastdevon.gov.uk

Settlement Name..... EBFORD Site..... W.D.18 (Part of)

Please return these forms by 30th November 2012

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><i>THE SITE IS POSITIVELY LOCATED LEVEL WALK TO SHOP 500M, 700M TO CHURCH, 50M TO BUS STOP</i></p> <p><i>ROUTE IS LIT</i></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 	<p><i>SCHOOL IS APPROX 650M.</i></p>

4.To improve the population's health	<p>New development should ideally have access to healthcare facilities. This is not possible in most villages but sites should be located close to recreation space and off-road paths</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities, footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p>HEALTH CARE FACILITIES ARE APPROX ONE MILE, PUBLIC TRANSPORT AVAILABLE THE SITE IS APPROX 50M FROM FOOTPATH & CYCLE ROUTE - NO RECREATIONAL SPACE -</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>— NO EASY ACCESS TO A376 — NO VERY LITTLE IMPACT — NO VERY LITTLE IMPACT</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 character of a historic building or Conservation Area? • Approximately how far away are they? 	<p>NEUTRAL IMPACT LISTED BUILDINGS APPROX 50M.</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p>Priority should be given to previously used land and new development should be located adjacent to or within the existing Built-up Area Boundary to minimise impact on the countryside and prevent sprawl. Sites remote from the existing settlement should not be considered appropriate.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area? 	<p>NEUTRAL IMPACT SITE ADJACENT TO BUILT UP BOUNDARY SITE HAS NOT BEEN DEVELOPED NOT WITHIN A.N.O.B.</p>

	<ul style="list-style-type: none"> • 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>SEEN FROM LANE NEUTRAL IMPACT NEUTRAL IMPACT.</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>NEUTRAL IMPACT THE SITE IS NEAR EXISTING RESIDENTIAL & WILL NOT IMPEDE ON AMENITY</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>NO IMPACT</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>POSITIVE IMPACT THE SITE IS WITHIN 50m OF BUS STOP (10 MIN SERVICE)</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>THE SITE IS USED FOR LOW GRADE CROPS NOT ADJACENT TO MAIN RD SEWERAGE CAPACITY SHOULD BE O.K NOT KNOWN TO FLOOD</p>
14. To contribute towards a reduction in local emissions of greenhouse gases	<p>This is unlikely to be relevant at this stage</p>	
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? 	<p>NO IMPACT.</p>

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? 	<p><i>THE SITE IS WITHIN 300M OF EMPLOYMENT SITES</i></p> <p><i>BUS SERVICE TO EXMOUTH STREET</i></p>
19.To maintain and enhance the vitality and viability of the Towns of East Devon	This is unlikely to be relevant at this stage	
20.To encourage and accommodate both indigenous and inward investment	This is unlikely to be relevant at this stage	

Any other observations

THE SITE IS ADJACENT TO THE CURRENT BUILD UP BOUNDARY
THE PARISH COUNCIL CONSIDERS THIS SITE SUITABLE
TO ACCOMMODATE AT THE TIME APPROX 700 RESIDENTS

Have you attached additional information?

SEE ATTACHED TOPO MAP FOR PART USE OF SITE
DETAILS.

Site Assessment Checklist

The East Devon Local Plan has been subject to a Sustainability Appraisal, which is a legal requirement to ensure that the social, environmental and economic impacts of development are appropriately considered. It is important that a consistent approach is followed for all parts of the Plan, therefore the objectives used in the Sustainability Appraisal are used as the basis of the criteria for assessing the sites in the villages. The strategic nature of the objectives means that some are more applicable to large urban developments, however we have adapted them to apply to the smaller scale of development in the villages as far as possible.

We would like you to use the criteria in the second column to assess the sites identified for your village, considering whether development of each site is likely to result in a positive, neutral or negative impact. Please complete one form for each site under consideration and add comments in the last column. Examples of completed forms are available. Some objectives are unlikely to be applicable at this scale of development, for instance because they are dealt with at a later stage in the planning/building process, and so the criteria column states that this is not likely to be relevant at this stage. An example of this would be crime reduction or greenhouse gas emissions which are dealt with when detailed designs are drawn up. You can comment on these issues if you wish to but are not expected to.

Bold criteria (in column 2) should be adhered to unless there is a strong reason for not doing so, for instance if no site is available within 400m of services then, by default, a site further away will need to be allocated. A series of questions are included to enable a more detailed assessment.

If you wish to include further information, eg photographs of sites to support your assessment please attach them to the form. We can accept forms in hard copy sent to Planning Policy, EDDC, knowle, Station Road, Sidmouth, Devon EX10 8HL or electronically sent to crodway@eastdevon.gov.uk

Settlement Name..... ED/RED

Site..... W049 (PART 2)

Please return these forms by 30th November 2012

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><i>THE SITE IS POSITIVELY LOCATED THE SITE IS A SLIGHT DIST OF APPROX 450 M TO SHOP, & 650 M TO CHURCH 150 M TO BUS STOP FOOT PATH AVAILABLE TO 80% OF ROUTE, ROUTE IS LIT.</i></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 	<p><i>SCHOOL IS APPROX 550 M.</i></p>

4.To improve the population's health	<p>New development should ideally have access to healthcare facilities. This is not possible in most villages but sites should be located close to recreation space and off-road paths</p> <ul style="list-style-type: none"> • Is the site within walking distance of healthcare facilities, footpaths or cycle routes? • Is the site adjacent to a recreation space? 	<p><i>HEALTH & CARE FACILITIES ARE APPROX ONE MILE, PUBLIC TRANSPORT AVAILABLE</i> <i>THE SITE IS APPROX 150 M FROM FOOTPATH/CYCLE ROUTE</i> <i>- NO RECREATIONAL SPACE</i></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><i>NEUTRAL IMPACT</i></p> <p><i>ADJACENT TO AGRICULTURAL & RESIDENTIAL LAND</i></p> <p><i>NEUTRAL IMPACT</i></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 character of a historic building or Conservation Area? • Approximately how far away are they? 	<p><i>NO IMPACT</i></p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p>Priority should be given to previously used land and new development should be located adjacent to or within the existing Built-up Area Boundary to minimise impact on the countryside and prevent sprawl. Sites remote from the existing settlement should not be considered appropriate.</p> <ul style="list-style-type: none"> • Is this a greenfield site? • Are there existing buildings/has the site been previously developed? • Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area? 	<p><i>NO IMPACT</i></p> <p><i>OLD SNEED/WORKSHOP EXIST (LAND IS NEGLECTED)</i></p> <p><i>NOT IN AN A.O.B.</i></p>

	<ul style="list-style-type: none"> • 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>SEEN FROM ROAD (LANE) NEUTRAL IMPACT NEUTRAL IMPACT</p>
10. To maintain the local amenity, quality and character of the local environment	<p>New development should not be located where it will have a significant impact on local amenity or character</p> <ul style="list-style-type: none"> • Will development have a significant adverse impact on local amenity? • Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)? 	<p>NO IMPACT</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>NO IMPACT</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>POSITIVE IMPACT THE SITE IS WITHIN 150M OF BUS STOP (10MIN SERVICE)</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>NEUTRAL IMPACT NOT IN AGRICULTURAL USE (OBSTRUCT) SEWERAGE CAPACITY SHOULD BE OK. NOT KNOWN TO FLOOD</p>
14. To contribute towards a reduction in local emissions of greenhouse gases	<p>This is unlikely to be relevant at this stage</p>	
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? 	<p>NOT KNOWN TO FLOOD BUT PROVISION MUST BE MADE FOR SURFACE WATER DITCH ON SITE</p>

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? 	<p><i>The site is within 350m</i></p> <p><i>bus service to Exeter & Exmouth.</i></p>
19.To maintain and enhance the vitality and viability of the Towns of East Devon	This is unlikely to be relevant at this stage	
20.To encourage and accommodate both indigenous and inward investment	This is unlikely to be relevant at this stage	

Any other observations

This site is within the adjacent to the current built up boundary.

The Parish Council considers this site suitable to accommodate at this time approx 7 dwellings.

Have you attached additional information?

See attached to Exeter map for part use of this site.

Site Assessment Checklist

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If you wish to include further information, eg photographs of sites to support your assessment please attach them to the form. We can accept forms in hard copy sent to Planning Policy, EDDC, knowle, Station Road, Sidmouth, Devon EX10 8HL or electronically sent to crodway@eastdevon.gov.uk

Settlement Name..... Exford Site..... W15B

Please return these forms by 30th November 2012

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	NOT CONSIDERED
2. To ensure all residents have access to community services	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. <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 DEEMED NOT DEVELOPABLE
3. To provide for education and skills	In settlements with schools, new development should be located within 400m (or at most 600m). <ul style="list-style-type: none"> The access criteria are as question 2 	

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? 	
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)? 	
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 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? 	

Site Assessment Checklist

The East Devon Local Plan has been subject to a Sustainability Appraisal, which is a legal requirement to ensure that the social, environmental and economic impacts of development are appropriately considered. It is important that a consistent approach is followed for all parts of the Plan, therefore the objectives used in the Sustainability Appraisal are used as the basis of the criteria for assessing the sites in the villages. The strategic nature of the objectives means that some are more applicable to large urban developments, however we have adapted them to apply to the smaller scale of development in the villages as far as possible.

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Bold criteria (in column 2) should be adhered to unless there is a strong reason for not doing so, for instance if no site is available within 400m of services then, by default, a site further away will need to be allocated. A series of questions are included to enable a more detailed assessment.

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Settlement Name..... Exford Site..... W012

Please return these forms by 30th November 2012

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	NOT CONSIDERED AS DEEMED
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? 	NOT DEVELOPABLE
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 	

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? 	
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)? 	
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 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? 	