

Rep No. 563
Name: Nigel Ware
Date sent: 15/05/12

14th May 2012

Hello,

I have had a good look at the local plan map of SEATON and I am unhappy with the 'reserved mixed use allocation' to the north of Harepath Road. I understand it is there as a standby, but standbys become accepted as the norm later.

This area is not only outside the town boundary but is also in the 'green wedge'.

This area must not be accepted onto the new town plan.

Previous local plans have been against green wedge use and building applications refused on green wedge land. The green wedge must be preserved.

From: [REDACTED]
To: [Localplan](#)
Cc: [REDACTED]
Subject: Seaton Inset Map - Greater Seaton
Date: 20 June 2012 23:12:10

Dear All

I appreciate my comment is out of time, as I have been in hospital for a few weeks, but will make it anyway.

I have long wondered why the AONB boundary was originally drawn so tightly around Budleigh and Sidmouth but with a big loop around Seaton, Colyford and Colyton. I now believe the planners and councillors who drew the plan considered long term expansion could be at Seaton rather than elsewhere.

Planning Dept has now blown the dust off this plan and we have *"A 'reserve' site is therefore indicated on the Proposals Map for land north of the Harepath Road/Fosseway site"*, together with a few conditional words a developer would not even bother to read.

Never mind the GreenWedge or AGLV even AONB's are under attack these days; if this "reserve site" is agreed **BEWARE here comes Greater Seaton.**

Regards
Alan Davis
Colyton Parish Councillor
Personal Comment

Claire Rodway

From: JOY SNEATH [REDACTED]
Sent: 09 June 2012 13:02
To: Localplan
Subject: Local Plan/Residential Land allocation

Dear Sir,

I am please to see the new details of H1 Residential Land Allocation in Seaton discussed at the Management committee meeting on the 8th May, 2012.

I am particularly pleased to see you are considering the land North of Rowan Drive and the land West of Barnards Hill Lane. Together offering 50 dwelling sites.

This will be a very welcome to the young people of Seaton, just to know their needs are being considered and hopefully will be delivered in the very near future.

It will also be of great help to the small local builders and tradesmen who will gain employment on these smaller developement sites.

Yours faithfully

Joy R Sneath
Pipers Hill
Seaton
EX12 2PS

Re. Eastdevon.gov.uk/draftlocalplan 9

BUDLEIGH SALTERTON

A. Pages 70-72 of the new Draft Local Plan do not make a single mention of the fact that B.Salterton is the **ONLY** coastal town in East Devon whose entire beach has been included within the World Heritage Coast (Jurassic Coast) designation. This important designation runs from the Eastern end of Exmouth's beach to the Dorset border but excludes the beaches of both Sidmouth and Seaton. Surely this important differentiation should be highlighted?

The text on p.70 does mention that B.Salterton lies wholly within an AONB but it does not emphasize that this, too, is unique for a township (as against a village) within E.Devon.

B. Pages 70-72 incl. generally reflect the views of the Town Council, and I am writing to support these.

It is high time to put an end to the "garden grabbing" that has accounted for large numbers of new properties being built during the last few years,. This, combined with the development at Plymco, has led to a very high local % rise in the number of dwellings since 2001, exceeding that of East Devon as a whole, and those of both Exmouth and Sidmouth (see data provided by BS Town Council in Autumn 2011, based on figures compiled by Devon CC statisticians.

The town is landlocked and all available undeveloped land within the BUAB has been used up. It has recently been suggested by EDDC officers that the BUAB of the town might exclude Moorlands Road and Lansdowne Road. The idea was then withdrawn, but I understand that it has now been re-instated. The exclusion of these two cul-de-sacs to the South could facilitate the recent application to build some 60 homes (66% affordable) on land adj. to Hooker Close (as discussed by the Town Council on 28th May 2012) The Town Council also agreed that the number of houses to be built be raised from 100 to 110, with no commercial units on the latter site. This small increase is, in my view, wholly acceptable, and I am writing to support that.

I can see no reason to object to the exclusion of Moorlands Rd and Lansdowne Rd from the BUAB if the character of Budleigh Salterton is to be saved from yet more "garden grabbing". Newcomers to the town, who may not be familiar with the town's planning history, may have recently acquired one or more properties within these two cul-de-sacs with the object of developing them. The owners of adjacent gardens might "pool" their resources and create new building plots by altering the historical plot boundaries.

We have already witnessed successful applications to build at the rear of 3,Lansdowne Road, with sole access via Moorlands Rd. The T-junction of Lansdowne Road and A376 is unsuitable for additional traffic. Further "traffic bridges" between the gardens of the two cul-de-sacs could be created to accommodate more building-sites, to the detriment of the semi-rural character of the area and the AONB designation.

I would therefore urge the District Council to persevere with the exclusion of Moorlands Road and Lansdowne Road from the BUAB.

Dr Anita Jennings, 21 Northview Road, Budleigh Salterton EX9 6BZ)

Rep No. 594 (M2)

Name: Anita Jennings

Date sent: 21.05.12

Dear Matt

Just a brief note to say that I wholly agree with the letter below sent to you by Alison Greenfield --- please add my name to hers to take land West of Links Road out of the BUAB. As far as I know, and as confirmed by Alison Greenfield, only TWO residents have asked for it to be retained, backed by Cllr Alan Dent.

Dear Mr Dickins

Thank you for your email. I have one comment to make about the Budleigh Salterton map.

There was a recommendation from Planners, supported by Budleigh Salterton Town Council, to take land west of Links Rd (inc. Moorlands Rd and Lansdowne Rd) out of the Built Up Area Boundary. At the Local Plan Panel Meeting, Councillor Dent raised objections from just two residents (and how they had got wind of this proposal is unclear as it certainly was not common knowledge). The proposal had not been contained in the LDF documents which had previously been available to view on line and there was concern that to raise the issue subsequent to their publication for public scrutiny was somehow not acceptable. With no discussion about the merits of the proposal, it was summarily dismissed.

I wonder what would have happened if Councillor Dent had either not received the letters, or had chosen not to present them at the Meeting - I expect the change to the BUAB would now be included in the new inset maps open for more comprehensive review by the people most affected by them. What power was wielded by just two residents!

I see that no change has been made to the BUAB in this respect and wonder whether it is still possible to put the proposal out for public comment. I doubt that you would receive much more opposition than the two representations already made to Councillor Dent - more likely most residents in this area would breathe a sigh of relief that gardens would be spared from future development.

There is another reason why residents more generally might support a change to the BUAB west of Links Rd (or at least not object): now that two large developments within the town are being considered seriously, (Deepway Lane and Hooker Close, which, incidentally, I think look very reasonable), and will include land outside the BUAB, it is only right that what you take away from outside the boundary with one hand you give back with the other so that the overall size of the BUA does not

change (increase) too significantly. The proposal about excluding the land west of Links Rd looks a very sensible way of making this a 'fair trade'.

I would be interested to hear your views on this matter.

Kind regards

Alison Greenfield

Sent: 05 June 2012 16:24
To: Localplan
Subject: East Devon Local Plan - Sidmouth inset map and policies

Sir,

As a resident of Sidmouth, I make the following comments on the draft "inset plan and policies" for Sidmouth for the East Devon Local Plan 2006-2026.

1. New Homes (strategy 26 & H1).

I believe that a specific allocation of 150 new homes is excessive and unnecessary. Sidmouth is currently in the middle of a period of rapid growth of new homes. There are also several "windfall" opportunities for new homes being pursued, eg the two developments that currently have planning permission in Mill Street. Such "windfall" sites will no doubt continue to become available and to gain planning permission. There is no need for release of additional land for housing over-and-above that.

2. The Knowle.

2.1 The plan shows a development of 50 dwellings on the site of the Knowle. This is currently a "business use" site, being occupied by EDDC. Changing the use of this land from business use to residential use would entail the loss of a significant proportion of the business use land in Sidmouth. There is no justification for such a change. Replacement of that business use land by a new allocation in the AONB could only be justified under exceptional circumstances. There are no such circumstances to justify that.

2.2 The proposed development takes in pleasure grounds surrounding the Knowle that have been used without hindrance by the people of Sidmouth and visitors for three generations and which are held in trust for the people of Sidmouth by the Council. I believe that a right of access has been established and that the Council does not have the right to sell them against the will of the residents of Sidmouth.

2.3 I note that the last version of the Sidmouth inset map designates the whole of the undeveloped part of the Knowle site as "Land of Local Amenity Importance" which indeed it is. I refer you to policy EN1 relating to such land, which requires (1) a clear community need and (2) inability to accommodate the development elsewhere and (3) a development that would not undermine its open character. In my view the proposal for 50 dwellings meets none of these criteria and should be rejected. I do not accept that there are good reasons for changing the boundary of this designation, which should remain as it was prior to the latest revision.

2.4 The proposed development is for an excessive number of homes, given the area available and the presence of several protected trees within the area.

3. Port Royal.

3.1 The plan shows a mixed use development of 30 dwellings at Port Royal. This number is far too high. This is a prime seafront site that should be used to enhance the attraction of Sidmouth for visitors. While I accept that a mixed use development is appropriate for this site, the primary focus should be on a strong community/visitor element such as an art gallery/exhibition space. Any development must incorporate the sailing/fishing club and probably the lifeboat facility (unless a better location can be found) and should include a significant commercial element, such as a hotel and/or restaurant. It is not acceptable to simply designate the site for mixed use development, with the details left to a developer to determine. The policy needs to specifically refer to the presumption for a major community/visitor component.

3.2 The plan designates only the lifeboat house, fishing/sailing club, drill hall and Ham car park east within the re-development area. In order to gain maximum benefit from this re-development I recommend that the scope is expanded to include the Esplanade turning circle, the public conveniences, Bagwells fish yard/shop, and the Ham car park west. Each of these performs an important function that we may wish to retain, but not necessarily in the same location in the overall development.

3.3 It is crucial that this re-development respects the character of the Sidmouth sea front. This needs to be specified in the policy. Specifically, the roof line should not be higher than that of Trinity Court and the frontage should have a design that broadly matches that of the buildings from the Royal York & Faulkner Hotel to Ham Lane - i.e. with strong vertical elements between windows at the same sort of spacing and similar decorative features such as balconies.

3.4 Any development of Port Royal is dependent on agreeing and implementing an improved traffic management plan for central Sidmouth, regardless of the mix of uses in the re-development. I believe that an access-only policy with a speed limit suitable for mixed pedestrian/vehicular use (~10mph) for High Street, Fore Street, New Street, Church Street

and Chapel Street is a necessary first step. While I note that this is mentioned under section 5 of strategy 26, it needs to be made clear as a dependence of section 1.

3.5 Any development at Port Royal will be vulnerable to coastal erosion until a solution is implemented for the rapid recession of Pennington Point. This needs have have the same role in protecting the east of Sidmouth as the Connaught Gardens have at the west end - though I do not believe that such a heavily engineered solution is necessary - rock armour alone should be sufficient.

3.6 This is the prime opportunity available for redressing the loss of the Fortfield Hotel site within the Principal Holiday Accommodation area, policy E17. It should therefore be the primary beneficiary of the developers' funding in support of the tourist industry in Sidmouth. As such, consideration should be given to making part of the development a hotel rather than homes.

4. Jobs (strategy 26 and E1).

4.1 I reject the need for additional employment land in Sidmouth. While there are individual companies that would like to expand on to green field sites, there is no evidence that there is overall an under-supply of such land. The proposals on the inset map, together with other current planning proposals will convert several current employment sites to residential use, so this is a strong indication that there is no unmet requirement, sufficient to justify developing green field sites outside the current built-up area.

4.2 There is currently a large amount of allocated but unused employment land in East Devon, much of it with better access to regional transport routes and Exeter. Use of these should take precedence over developing new green-field sites.

4.3 The location proposed for the employment land is part of the buffer between Sidmouth/Sidford and the village of Sidbury. The future of Sudbury as a small village community is dependent on the maintenance of this buffer. The proposed development would place the future of Sidbury as a community at very considerable risk.

4.4 An alternative location for employment land has been suggested on the north side of the A3052 at Stowford. The existing development at Sidmouth Garden Centre already extends into the AONB on the lower slopes of Core Hill. These slopes are a particular sensitive part of the landscape and the car park of the existing development is already an eyesore, particularly when viewed from the slopes of Bulverton Hill. It is essential to the scenic value of Core Hill that this development is not allowed to expand further.

4.5 A effects of a major development on the A3052 such as that proposed would depend on the nature of the businesses that used it. The least disruptive would be offices. While justified on the basis of employment growth, the reality is that most employees would come from elsewhere in Exeter and East Devon, increasing pressure on the A3052. Most employees would travel by car, increasing emissions, since the bus service is inadequate. Noting the pattern of development on the A3052 east of Exeter, it is more likely that the development would be light manufacturing or distribution. Such a development would substantially increase the number of large lorries using the A3052 into Exeter at the M5. The A3052 is not able to handle such an increase. Indeed, businesses much closer to the M5 already complain that the road between Clyst St Mary and Halfway House is unable to cope with existing levels of heavy lorry traffic. The worst option would be an out of town retail use, which would only be viable if it attracted custom from across much of East Devon, and which would therefore increase both lorry traffic and customer traffic. Fundamentally, Sidmouth has a very small hinterland, bounded by the Sid Valley. Planners should not ignore that fact by trying to develop the town as a regional centre. Other towns are much better placed, geographically, to undertake that role - and indeed, they already do so.

5. Town Centre

5.1 The key policy for enhancing the environment and business of the town centre is to discourage traffic from driving through High Street and Fore Street. Removal of all traffic is not a viable option, so I recommend that the council looks seriously at mixed road use for access only, as in Old Fore Street, with a 10mph speed limit to allow pedestrians to use the road freely and safely.

5.2 The area to the east of High Street/Fore Street is lacking in green features. While the planters installed each summer are attractive, the council should make provision for more sites for permanent features, particularly trees that will cast shade and absorb pollution in a future warmer climate. This policy should apply to all developments in this part of the town.

6. Social and Community Facilities

6.1 A key policy in this area should be the community/visitor component of the Port Royal development, as discussed above. This is the last available site for a major development in Sidmouth town centre. Planning for this development must deliver not only an attraction that draws visitors to Sidmouth, but also one that ensures that they will spend time in the rest of the town. It should therefore reinforce the existing attractiveness of the town, rather than provide an alternative. I believe a gallery would fit this bill - and would suggest that it might consist of a permanent exhibition, based on the holdings of the Sidmouth Museum, few of which are currently on display, together with a changing exhibition of local artists' current work. Ideally the space should also be configurable for conferences and/or performance. The benefits of

an appropriate development to the economy of Sidmouth justify its being the primary recipient of funds provided by re-developers of the Fortfield for the resulting loss of holiday accommodation to the town.

7. Infrastructure

7.1 Strategy 26 rightly identifies management of road space as the key policy in this area. There needs to be more definition to the plans. As discussed above, other policies relating to the town centre cannot proceed - or even be sensibly formulated - without a clear plan for traffic management. This needs to be stated.

Yours faithfully,
Brian Golding

Professor Brian Golding
Egypt, Millford Road
Sidmouth EX10 8DP



Representor No. 631 - Sharon Howe

From: [REDACTED]
To: [REDACTED]
Subject: Response to Local Plan consultation
Date: 11 June 2012 09:02:07

Dear Sir or Madam,

I am writing to express my deep concern about East Devon District Council's Local Plan for Sidmouth.

I am particularly worried about your plans to demolish the Drill Hall with immediate effect and redevelop the Port Royal site with a 'mixed use development including 30 new dwellings'.

I believe that the consultation for the EDDC Local Plan and how it will affect Sidmouth has been handled very badly, opportunities to comment have been presented far too late to the people of Sidmouth, EDDC have not been fully transparent regarding their real plans, and no clear evidence has been provided at any time to support EDDC's Local Plan for Sidmouth. This includes the publishing of any or all consultations whether contracted directly by EDDC for the Local Plan, or contracted previously and ignored when drawing up the Local Plan for Sidmouth.

I hereby request a stop to the demolition of the Sidmouth Drill Hall and a subsequent period of 6 months within which to carry out an independent assessment of the state and safety of the building, and if appropriate create an alternative plan to its demolition that will benefit the wider community of Sidmouth across all generations now and in the future.

The Localism Act requires local authorities to maintain a list of assets of community value which have been nominated by the local community. When listed assets come up for sale or change of ownership, the Act then gives community groups the time to develop a bid and raise the money to bid to buy the asset when it comes on the open market. This will help local communities keep much-loved sites in public use and part of local life.

I hereby add my voice to those demanding clearer accountability from EDDC, greater transparency across all of the Local Plan, and a stop to the plan, the demolition of the Drill Hall and redevelopment of the Port Royal site for a period that allows for full and transparent consultation to be carried out and all evidence that has informed the Local Plan to be presented by EDDC to the people of Sidmouth in full.

Yours sincerely,

Sharon Howe
Sunningdale
Fortescue Road
Sidmouth EX10 9QB

[REDACTED]

From: Sawer, Martin [REDACTED]
Sent: 11 June 2012 10:40
To: Localplan
Subject: Local Plan consultation

Dear Sir/Madam,

I am responding to the Local Plan consultation as it affects the draft plan for Seaton. (Consultation closes today).

As a family resident since 1997 in Colyford, part of the parish of Colyton, we are concerned about the slow 'creep' of development on the outskirts of Seaton, specifically in a northerly direction towards Colyford.

One of the reasons for us moving to Colyford was the retention of the 'Green Wedge' policy between communities in the Local Plan; we note that this is no longer in the latest Seaton Town proposals.

Could you tell us why not? Given the historic and environmental value of the Axe Valley and its surroundings along the Jurassic Coast, we would have thought that maintenance of this 'Green Wedge' was a key element, between Seaton and Colyford. Colyford is part of the parish of Colyton, not the town of Seaton.

In line with this, it is concerning to us that the town centre of Seaton is not being more developed, rather than the focus always being on the outskirts.

Just two ideas:

- 1) What about the land east of the new Tesco store? Development here would avoid unnecessary car use and revive the town centre – small business and affordable accommodation should be encouraged and pressure put on Tesco to release land at cheaper rates.
- 2) What about encouraging/incentivising shopkeepers to rent out part of their premises to provide extra affordable rented accommodation in the town centre, as per national initiatives being proposed by Channel 4 TV for example?

We look forward to hearing from you,

Yours faithfully,

Martin Sawer
On behalf of the Sawer Family,
Donnybrook
Popes Lane
Colyford
Devon
EX24 6QR

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Graeme Thompson

From: Simon & Joan Wright [REDACTED]
Sent: 14 June 2012 17:51
To: Localplan
Subject: Local Development Plan
Categories: Red Category

Dear Sirs,

Re AXMINSTER,

We write in support of the above plan for Axminster, in particular the need to provide additional housing, and the Cloakham Lawns development, within Strategy 20.

The plan addresses many of the local issues in a positive manner, and we hope will receive support, for the plan to be delivered.

Yours Sincerely,

Simon and Joan Wright,
Lexhayne Mill Farm,
Shute,
Axminster
Devon.

[REDACTED]

[REDACTED]

Sent: 07 June 2012 09:39
To: Localplan
Subject: Consultation to 11 June 2012

Please find my comments below:

Allocation of land at Port Royal for housing would contravene points 1-5 under Strategy 6 of the LDP.

The Port Royal area needs to develop its unique location as a tourist attraction. It is already loved by visitors and local people alike. Allocation for housing would be irrevocably destroy possibilities of developing the amenity value of the sea front.

Point 4 of Strategy 26 relates to provision of social and community facilities to match future development and new housing. The strategy appears to ignore the current needs of the town as a tourist venue.

The economy of Sidmouth is best served by retaining the EDDC at the Knowle.

Retention of the Park and Walk, and development of further tourist parking could assist in alleviation of traffic and parking problems in the town.

The Knowle parkland has heritage status and presents conservation issues re trees and wildlife on the site.

Use of the parkland for housing would contravene points 1, 3, 4, 5 of Strategy 6.

Housing on both sites would provide properties at the higher end of the market, Sidmouth needs 'affordable ' housing.

Dr Jean Twibell, Farthingwood, Broadway, Sidmouth EX10 8HS

Farthingwood
Broadway
Sidmouth
EX10 8HS
6 June 2012

Comments on East Devon Local Plan for Sidmouth

New Homes in Sidmouth

The **Port Royal** site is unique as being the last relatively undeveloped part of the seafront. Sidmouth is a quality tourist town but suffers in having few indoor or wet weather attractions. The area should be sensitively developed to provide such facilities. The Drill Hall space should be kept as a potential venue for meetings or to provide other local or visitor recreational or amenity use. To develop the site for housing would exacerbate Sidmouth's problems by putting more pressure on the infrastructure and adding to traffic and parking problems. Such development would go against most of the points listed in Strategy 6 of the document (points 1-5).

Point 4 of Strategy 26 relates to provision of social and community facilities to match the future development and new housing. The strategy appears to ignore the current needs of the town as a tourist venue. We need facilities and amenities to match our current population and visitors.

The **Knowle** site is particularly sensitive as the proposal would destroy trees and wildlife sites within the parkland setting, and reduce the local recreational and amenity value. Building on the car parks would further reduce the number of weekend car park spaces available to visitors and put further pressure on the traffic infrastructure. This development would go against Strategy 6 (points 1,3,4,5)

The type of development proposed for these sites would produce homes at the higher end of the housing scale. There cannot be a need for more of this type of housing in Sidmouth. If there is a need then it is at the lower end of the housing scale, in the provision of "Affordable" homes. Any such housing would be built in less prime locations.

Employment land

The need for a large increase in provision of employment land appears to reside in the heads of some local businessmen, and the move to vacate the Alexandria site may be partly motivated by the prospect of sale to a supermarket group. Many more people commute into jobs in Sidmouth than leave for jobs elsewhere. If EDDC moves it will take with it a large number of jobs and most of the job holders, many of whom currently commute to Sidmouth anyway. Such a move would be unlikely therefore to create a large employment deficit in the town.

Evidence suggests that there are many unused business units across the region, so the building of many new units on a large site may result in a relatively low take-up. An alternative smaller site has been offered near the Garden Centre, which may be more in keeping with potential expansion needs.

Dr John D Twibell

East Devon
District Council

EAST DEVON DISTRICT COUNCIL ECONOMY			
22 JUN 2012			
ACK	CIRC	SEEN	FILE

J Adams
Charters
Wrens
13 Moor Road
Exeter
EX4 6 2012

Co Manager / of markets
Co Elizabeth Hall
used as market

of other charity projects

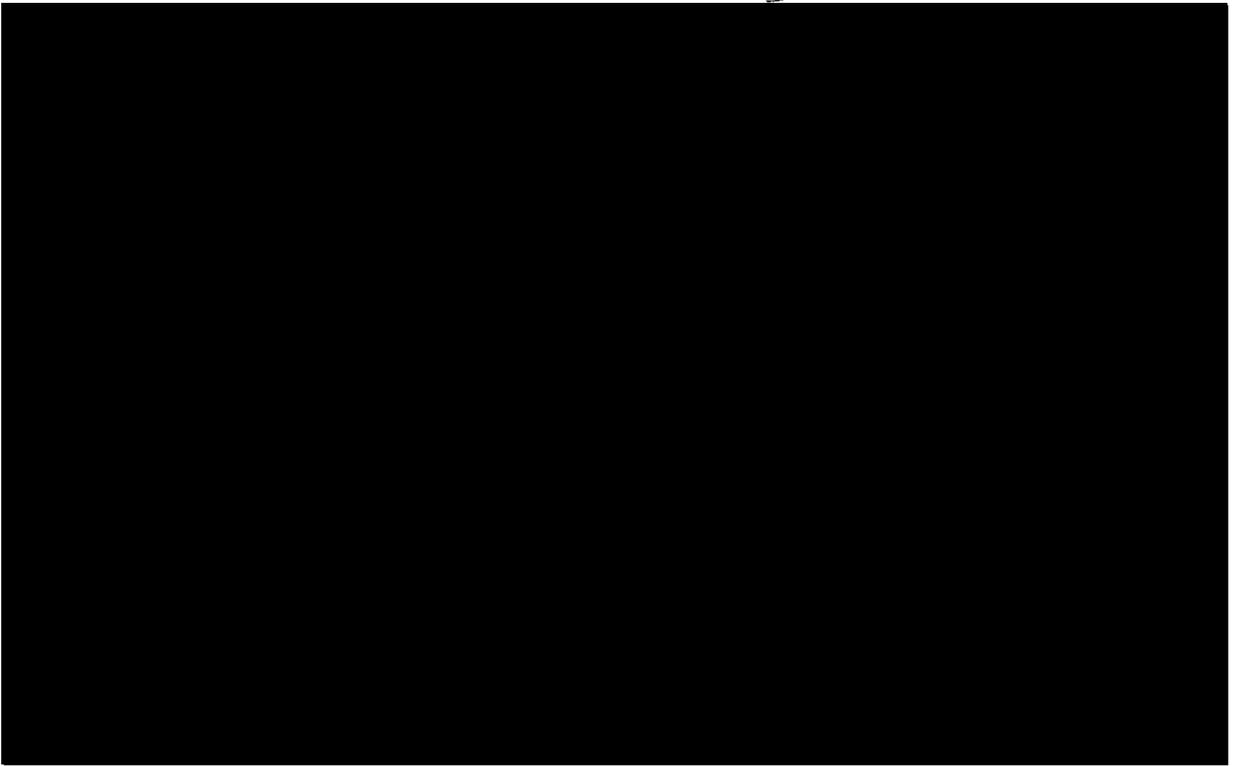
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CAPS OFFICER SCAN

I have will be do the good people
which have signed the letter to
Some Elizabeth Hall

from demolished to provide
to development of the area
which I would be worth some
Mill of Road for the future
ground to the brown
Redevelopment company

The cover with the English Redwood
Days at Hill & Newton for food
drinks for local & hotel & market
to get to bus for at the market
It would be due to it is closed
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was out of all for use and the
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But of the old part of Edmonton
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Representor No. 719 - Frank Allen

How Ref M [redacted] Pine Ridge
Representor No. 1697 Knapps Lane
Hartford

719

Dear Mr Director
Emerging East Devon Plan.

EAST DEVON DISTRICT COUNCIL ECONOMY			
21 MAY 2012			
ACK	CIRC	SEEN	FILE

Devon EX10 0NH

Thank you for your letter of 11 May 2012 and your consultation period. Resulting from your efforts so far, our quality of life is much worse, we no longer drive into Sidmouth because parking is awful (overdevelopment compounding things). We use local buses but risk our lives every time we walk to the Hartford bus stops on the A3052 due to the vastly increased traffic, much of it being heavy lorries serving the scars of development in Woolbrook, these lorries incidentally have smashed up the road surface in Newton Poppo and the Pops hill causing at least six water main bursts and need for major resurfacing work (for which the taxpayer foots the bill, not the developers) each set of works causing long delays

2

For us if we drive out, providing we dare exit on to the A3052 at the foot of Low elms hill with heavies bearing down on you.

The journey into Sidmouth on the bus and for other visitors to the area is blighted by slabs of horrible housing designed to destroy the ambience of this once well thought about town, carried out by voracious national/international developers who have destroyed the quality of life in the South East, North East, North West and Midlands and see the South West as their next target (I have nothing against local builders doing small developments)

I would expect you to follow the trend of discriminating against those who do not wish to have the hassle of E-mail or on-line communication

~~So please take me off your database as I am~~

more and more disturbed at the current trend of the Local Plan

Yours Sincerely

PTO.

[Redacted Signature]

P.S. My wife and I note that the new
supermarkets, opened in Ottery and
Seaton are leaving the town centres
as wastelands!

Representor No. 719 - Member of SVA

In 20 years people will want to come here if most of the current proposals go ahead. We need

Madeline Floyd to renew these For the school

Chicken (Gallus gallus domesticus) of the future

Watercolour by Madeline Floyd.

There are more chickens in the world than any other bird and they provide us both with eggs and amusement. This domesticated fowl was believed to have originated in India but is now intentionally widespread.

The female hen lays a clutch of usually 12 eggs which she then incubates by sitting (usually) on her nest for approximately 21 days. The eggs are kept at a constant temperature and turned regularly with devotion. The mother hen is able to hear her young peeping inside their eggs and gently clucks to them to encourage her offspring to hatch out through their shells when they are ready to hatch.

Members.



"Cluck-cluck... Cluck-cluck..."



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SAVE OUR SIDMOUTH !

SAVE OUR KNOWLE 1 06 JUN 2012

2nd June 2012

Dear Sirs,

I would like to write concerning the proposals for Sidmouth.

I have been a resident for over 20 years and in that time have seen many green areas destroyed mostly for homes - a large number expensive properties for "retirement" not for young Sidmouthians - Talking to people who have been here longer there was nothing near the amount of building in the previous 20 years!

Most of it is unjustified and unnecessary and will demote Sidmouth to another modern seaside resort with none of its former green spaces. It will detract from the town's image (a thing we should take pride in)

EAST DEVON DISTRICT COUNCIL			
ECONOMY			
BOOK	CIRC	SEEN	FILE

Your address

31st May 2012

Mr Matt Dickens
Planning Policy Manager
c/o Forward Planning Team
EDDC
Knowle
Sidmouth
EX10 8HL

Dear Mr Dickens

I support employment land at Sidford.

Yours sincerely

