



## Preferred Site/Sites Response Form

<b>Name of Parish</b>	<b>East Budleigh with Bicton Parish Council</b>
<b>Name of Settlement</b>	<b>East Budleigh</b>
<b>Clerk Contact Name</b>	<b>Mrs Judith Lumsden</b>
<b>Contact Address</b>	<b>Acuba Cottage 15 High Street East Budleigh EX9 7DY</b>
<b>Tel. No.</b>	<b>01395 445080</b>
<b>Email:</b>	<b>lumsdencc@aol.com</b>

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 10 November 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.

The Preferred Site/s are as follows (Please also indicate the site/s or part of sites on an OS map): C 307 68.5% are in favour of this site

The other area is known as Franks Patch which is in Middle Street East Budleigh which could accommodate 3 affordable terraced houses 34% are in favour of this site  
Grid ref :306640-84500 to 306690-84570

**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.**

Notices were placed around the village and in the shop, three notice boards, and in the village information centre together with a press statement/report before the meeting.

Parish councillors where available to answer questions and hear public concerns, the parish clerk and one district councillor were also present.

The public were shown the maps of the village boundary and SHLAR maps of the proposed sites

Questions with with answers either yes or no were made available these took the format of the parish letterhead with the option of completing the forms away from the meeting and sending or dropping them off to the clerk, the maps and information was left displayed in the information centre together with forms also available in the shop for the public to fill in after the Saturday these were left for the Sunday and Monday morning after the meeting.

After a week all of the completed forms were collected and the information gathered collated and the results ready to be sent to EDDC.

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.

# East Budleigh

Key:  
Strategic Housing Land Availability Assessment (SHLAA)

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



1:2,000



AREA KNOWN AS  
FRANKS PATCH →

EAST DEVON DISTRICT COUNCIL ECONOMY			
27 NOV 2012			
ACK	CIRC	SEEN	FILE

### 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](mailto:croddway@eastdevon.gov.uk)

Settlement Name EAST BUDNESH Site AREA KNOWN AS FRANKS PATCH.

PLD. 306640 84500 - 306690 - 84570

Please return these forms by 30<sup>th</sup> 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><b>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.</b></p> <ul style="list-style-type: none"> <li>Is the route flat, if not is the gradient reasonable for the less mobile?</li> <li>If steep, are resting places available?</li> <li>Are footpaths available to avoid traffic conflict?</li> <li>Are access routes lit?</li> </ul>	<p>YES</p> <p>NO</p> <p>YES</p>
3. To provide for education and skills	<p><b>In settlements with schools, new development should be located within 400m (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>The access criteria are as question 2</li> </ul>	YES

4.To improve the population's health	<p><b>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</b></p> <ul style="list-style-type: none"> <li>• Is the site within walking distance of healthcare facilities, footpaths or cycle routes?</li> <li>• Is the site adjacent to a recreation space?</li> </ul>	<p>NO HEALTHCARE FACILITIES</p> <p>NO.</p> <p>NO</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><b>New development should not be sited where adverse noise levels will be caused by or to residents</b></p> <ul style="list-style-type: none"> <li>• Is the site adjacent to a main vehicle route (eg. 'A' road or railway)?</li> <li>• Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?)</li> <li>• Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)?</li> </ul>	<p>YES.</p> <p>YES</p> <p>NO</p>
7.To maintain and improve cultural, social and leisure provision	This is unlikely to be relevant at this stage but it would be helpful to note any particular needs that could be met/part met by new development eg. green space, new village hall	
8.To maintain and enhance built and historic assets	<p><b>New development should not be located where it will harm the character or setting of an historic asset</b></p> <ul style="list-style-type: none"> <li>• Will new development impact upon the setting or character of a historic building or Conservation Area?</li> <li>• Approximately how far away are they?</li> </ul>	<p>NO</p> <p>200 m</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p><b>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.</b></p> <ul style="list-style-type: none"> <li>• Is this a greenfield site?</li> <li>• Are there existing buildings/has the site been previously developed?</li> <li>• Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area?</li> </ul>	<p>NO</p> <p>NO USED MARKET GARDEN</p> <p>WITHIN AONB.</p>

	<ul style="list-style-type: none"> <li>• Can the site be seen from public footpaths/roads/other vantage points?</li> <li>• How prominent is the site when viewed from outside it, and from approximately how far away?</li> <li>• How prominent is the site when viewed from adjoining properties?</li> </ul>	<p>YES</p> <p>WILL BLEND IN.</p> <p>ADJACENT TO PROPERTIES.</p>
10. To maintain the local amenity, quality and character of the local environment	<p><b>New development should not be located where it will have a significant impact on local amenity or character</b></p> <ul style="list-style-type: none"> <li>• Will development have a significant adverse impact on local amenity?</li> <li>• Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)?</li> </ul>	<p>NO</p> <p>IMPROVE THE AREA</p>
11. To conserve and enhance the biodiversity of East Devon	<p><b>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</b></p> <ul style="list-style-type: none"> <li>• These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation</li> </ul>	
12. To promote and encourage non-car based modes of transport and reduce journey lengths	<p><b>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>• The criteria are as per question 2</li> </ul>	<p>YES.</p>
13. To maintain and enhance the environment in terms of air, soil and water quality	<p><b>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</b></p> <ul style="list-style-type: none"> <li>• Is the site in agricultural use?</li> <li>• Is the site adjacent to a main road?</li> <li>• Is there sewerage capacity?</li> <li>• Is the site within or adjacent to an area prone to flooding?</li> </ul>	<p>NO</p> <p>YES.</p> <p>SWA HAVE STATED NO SEWERAGE CAPACITY.</p> <p>NO</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><b>Sites within areas known to flood should be avoided if possible.</b></p> <ul style="list-style-type: none"> <li>• Is the site in or adjacent to an area known to flood or identified on the floodzone maps?</li> </ul>	

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><b>Ideally new development should be located within 400m (or at most 600m) of employment sites</b></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"> <li>• Is there a need for additional employment eg small business units/storage/office space?</li> <li>• Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements?</li> </ul>	<p>NO .</p> <p>YES .</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 WAS FAVOURED BY THOSE MEMBERS OF THE PUBLIC WHO COMPLETED THE QUESTIONS. IT WAS FELT THAT 3 AFFORDABLE TERRACED HOUSES COULD BE BUILT HERE TO TIDY THE VILLAGE AND BRING PEOPLE (YOUNG) INTO THE HEART OF THE VILLAGE. THE REMAINDER OF THE 15 HOUSES COULD BE BUILT AT C307. 34% IN FAVOUR.

Have you attached additional information?



## Site Assessment Checklist

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Settlement Name..... EAST BODWELL ..... Site..... C058 .....

Please return these forms by 30<sup>th</sup> 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><b>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.</b></p> <ul style="list-style-type: none"> <li>• Is the route flat, if not is the gradient reasonable for the less mobile?</li> <li>• If steep, are resting places available?</li> <li>• Are footpaths available to avoid traffic conflict?</li> <li>• Are access routes lit?</li> </ul>	<p>YES -</p> <p>YES.</p> <p>No</p> <p>No</p>
3.To provide for education and skills	<p><b>In settlements with schools, new development should be located within 400m (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>• The access criteria are as question 2</li> </ul>	No

4.To improve the population's health	<p><b>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</b></p> <ul style="list-style-type: none"> <li>• Is the site within walking distance of healthcare facilities, footpaths or cycle routes?</li> <li>• Is the site adjacent to a recreation space?</li> </ul>	<p>NO HEALTHCARE FACILITIES .</p> <p>NO</p> <p>NO FARMLAND .</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><b>New development should not be sited where adverse noise levels will be caused by or to residents</b></p> <ul style="list-style-type: none"> <li>• Is the site adjacent to a main vehicle route (eg. 'A' road or railway)?</li> <li>• Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?)</li> <li>• Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)?</li> </ul>	<p>YES</p> <p>YES</p> <p>YES .</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><b>New development should not be located where it will harm the character or setting of an historic asset</b></p> <ul style="list-style-type: none"> <li>• Will new development impact upon the setting or character of a historic building or Conservation Area?</li> <li>• Approximately how far away are they?</li> </ul>	<p>YES</p> <p>SALEM CHAPEL COM .</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p><b>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.</b></p> <ul style="list-style-type: none"> <li>• Is this a greenfield site?</li> <li>• Are there existing buildings/has the site been previously developed?</li> <li>• Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area?</li> </ul>	<p>YES</p> <p>NO ALLOTMENTS</p> <p>YES AONB</p>

	<ul style="list-style-type: none"> <li>• Can the site be seen from public footpaths/roads/other vantage points?</li> <li>• How prominent is the site when viewed from outside it, and from approximately how far away?</li> <li>• How prominent is the site when viewed from adjoining properties?</li> </ul>	<p>YES -  VERY PROMINANT.  VERY PROMINANT OVERLOOKED &amp; ADJACENT TO PROPERTIES.</p>
10. To maintain the local amenity, quality and character of the local environment	<p><b>New development should not be located where it will have a significant impact on local amenity or character</b></p> <ul style="list-style-type: none"> <li>• Will development have a significant adverse impact on local amenity?</li> <li>• Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)?</li> </ul>	<p>YES  YES.</p>
11. To conserve and enhance the biodiversity of East Devon	<p><b>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</b></p> <ul style="list-style-type: none"> <li>• These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation</li> </ul>	
12. To promote and encourage non-car based modes of transport and reduce journey lengths	<p><b>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>• The criteria are as per question 2</li> </ul>	<p>YES BUS ROUTE</p>
13. To maintain and enhance the environment in terms of air, soil and water quality	<p><b>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</b></p> <ul style="list-style-type: none"> <li>• Is the site in agricultural use?</li> <li>• Is the site adjacent to a main road?</li> <li>• Is there sewerage capacity?</li> <li>• Is the site within or adjacent to an area prone to flooding?</li> </ul>	<p>YES  YES  SWA STATED NO SEWERAGE CAPACITY.  NO</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><b>Sites within areas known to flood should be avoided if possible.</b></p> <ul style="list-style-type: none"> <li>• Is the site in or adjacent to an area known to flood or identified on the floodzone maps?</li> </ul>	

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><b>Ideally new development should be located within 400m (or at most 600m) of employment sites</b></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"> <li>• Is there a need for additional employment eg small business units/storage/office space?</li> <li>• Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements?</li> </ul>	<p>no.</p> <p>✓15.</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 WAS NOT FAVOURED BY THE MEMBERS OF THE PUBLIC WHO COMPLETED THE QUESTIONS, SOME THOUGHT THE ALLOTMENTS DEVELOPMENT A GOOD IDEA AS IT WILL BRING THE DEVELOPMENT INTO THE VILLAGE, HOWEVER THE MAJORITY AGREED THE IMPACT WOULD BE TO GREAT TO COUNTERACT THE ADVANTAGE

1790 IN FAVOUR

Have you attached additional information?

## Site Assessment Checklist

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Settlement Name.....EAST BUDLEIGH..... Site.....C059.....

Please return these forms by 30<sup>th</sup> 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><b>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.</b></p> <ul style="list-style-type: none"> <li>• Is the route flat, if not is the gradient reasonable for the less mobile?</li> <li>• If steep, are resting places available?</li> <li>• Are footpaths available to avoid traffic conflict?</li> <li>• Are access routes lit?</li> </ul>	<p>NO</p> <p>NO</p> <p>NO</p> <p>NO</p>
3.To provide for education and skills	<p><b>In settlements with schools, new development should be located within 400m (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>• The access criteria are as question 2</li> </ul>	YES

4.To improve the population's health	<p><b>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</b></p> <ul style="list-style-type: none"> <li>• Is the site within walking distance of healthcare facilities, footpaths or cycle routes?</li> <li>• Is the site adjacent to a recreation space?</li> </ul>	<p>NO HEALTHCARE FACILITIES.</p> <p>NO NO</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><b>New development should not be sited where adverse noise levels will be caused by or to residents</b></p> <ul style="list-style-type: none"> <li>• Is the site adjacent to a main vehicle route (eg. 'A' road or railway)?</li> <li>• Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?)</li> <li>• Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)?</li> </ul>	<p>YES YES YES</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><b>New development should not be located where it will harm the character or setting of an historic asset</b></p> <ul style="list-style-type: none"> <li>• Will new development impact upon the setting or character of a historic building or Conservation Area?</li> <li>• Approximately how far away are they?</li> </ul>	<p>YES - HOTEL. 50M</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p><b>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.</b></p> <ul style="list-style-type: none"> <li>• Is this a greenfield site?</li> <li>• Are there existing buildings/has the site been previously developed?</li> <li>• Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area?</li> </ul>	<p>YES NO WITHIN AONB</p>

	<ul style="list-style-type: none"> <li>• Can the site be seen from public footpaths/roads/other vantage points?</li> <li>• How prominent is the site when viewed from outside it, and from approximately how far away?</li> <li>• How prominent is the site when viewed from adjoining properties?</li> </ul>	<p>YES WITHIN 10M IN THEIR BACK YARDS.</p>
10. To maintain the local amenity, quality and character of the local environment	<p><b>New development should not be located where it will have a significant impact on local amenity or character</b></p> <ul style="list-style-type: none"> <li>• Will development have a significant adverse impact on local amenity?</li> <li>• Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)?</li> </ul>	<p>NO YES.</p>
11. To conserve and enhance the biodiversity of East Devon	<p><b>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</b></p> <ul style="list-style-type: none"> <li>• These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation</li> </ul>	
12. To promote and encourage non-car based modes of transport and reduce journey lengths	<p><b>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>• The criteria are as per question 2</li> </ul>	<p>YES.</p>
13. To maintain and enhance the environment in terms of air, soil and water quality	<p><b>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</b></p> <ul style="list-style-type: none"> <li>• Is the site in agricultural use?</li> <li>• Is the site adjacent to a main road?</li> <li>• Is there sewerage capacity?</li> <li>• Is the site within or adjacent to an area prone to flooding?</li> </ul>	<p>YES. YES SCUA HAVE STATED NO SEWERAGE CAPACITY YES.</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><b>Sites within areas known to flood should be avoided if possible.</b></p> <ul style="list-style-type: none"> <li>• Is the site in or adjacent to an area known to flood or identified on the floodzone maps?</li> </ul>	

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><b>Ideally new development should be located within 400m (or at most 600m) of employment sites</b></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"> <li>• Is there a need for additional employment eg small business units/storage/office space?</li> <li>• Are there local employment opportunities (within walking distance) or is a regular bus service available to larger settlements?</li> </ul>	Yes.
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 WAS NOT FAVOURED BY THE MEMBERS OF THE PUBLIC WHO COMPLETED THE QUESTIONS. IT WAS THE "LAST RESORT IF WE MUST ATTITUDE". IT WAS FELT THAT IF DEVELOPMENT WAS HERE THEN IT WOULD BE CUT OFF FROM THE VILLAGES BY THE MAIN ROAD WHICH IS VERY BUSY AND DIFFICULT TO CROSS

99.5% IN FAVOUR

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](mailto:croddway@eastdevon.gov.uk)

Settlement Name EAST BUDLEIGH Site C 307

Please return these forms by 30<sup>th</sup> 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><b>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.</b></p> <ul style="list-style-type: none"> <li>Is the route flat, if not is the gradient reasonable for the less mobile?</li> <li>If steep, are resting places available?</li> <li>Are footpaths available to avoid traffic conflict?</li> <li>Are access routes lit?</li> </ul>	<p>NO GRADIENT HILL.</p> <p>NO YES. YES.</p>
3.To provide for education and skills	<p><b>In settlements with schools, new development should be located within 400m (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>The access criteria are as question 2</li> </ul>	YES.

4.To improve the population's health	<p><b>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</b></p> <ul style="list-style-type: none"> <li>• Is the site within walking distance of healthcare facilities, footpaths or cycle routes?</li> <li>• Is the site adjacent to a recreation space?</li> </ul>	<p>NO HEALTHCARE FACILITIES IN VILLAGES FOOTPATH CYCLE ROUTE NO OPEN FARMLANDS .</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><b>New development should not be sited where adverse noise levels will be caused by or to residents</b></p> <ul style="list-style-type: none"> <li>• Is the site adjacent to a main vehicle route (eg. 'A' road or railway)?</li> <li>• Is an adjacent use likely to have an adverse impact on new residents (eg. factory, farm?)</li> <li>• Is construction noise/ new residents noise likely to impact on existing residents (eg. new family housing or employment adjacent to sheltered accommodation)?</li> </ul>	<p>YES FARM ADJACENT.  NO</p>
7.To maintain and improve cultural, social and leisure provision	This is unlikely to be relevant at this stage but it would be helpful to note any particular needs that could be met/part met by new development eg. green space, new village hall	
8.To maintain and enhance built and historic assets	<p><b>New development should not be located where it will harm the character or setting of an historic asset</b></p> <ul style="list-style-type: none"> <li>• Will new development impact upon the setting or character of a historic building or Conservation Area?</li> <li>• Approximately how far away are they?</li> </ul>	<p>NO 100 m .</p>
9.To promote the conservation and wise use of land and protect and enhance the landscape character of East Devon	<p><b>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.</b></p> <ul style="list-style-type: none"> <li>• Is this a greenfield site?</li> <li>• Are there existing buildings/has the site been previously developed?</li> <li>• Is the site within a designated landscape, for instance an Area of Outstanding Natural Beauty or a Coastal Preservation Area?</li> </ul>	<p>NO YES CRANE HIRE &amp; TRAINING DEPOT.  WITHIN THE AONB</p>

	<ul style="list-style-type: none"> <li>• Can the site be seen from public footpaths/roads/other vantage points?</li> <li>• How prominent is the site when viewed from outside it, and from approximately how far away?</li> <li>• How prominent is the site when viewed from adjoining properties?</li> </ul>	<p>YES.</p> <p>TOP OF HILL CAN BE SEEN WHEN ENTERING VILLAGE</p> <p>CAN BE SEEN FROM ADJOINING PROPERTIES</p>
10. To maintain the local amenity, quality and character of the local environment	<p><b>New development should not be located where it will have a significant impact on local amenity or character</b></p> <ul style="list-style-type: none"> <li>• Will development have a significant adverse impact on local amenity?</li> <li>• Will it adversely affect the character of the local area (for instance through removal of trees/development of a greenfield site)?</li> </ul>	<p>NO</p> <p>NO</p>
11. To conserve and enhance the biodiversity of East Devon	<p><b>Sites on or adjacent to County Wildlife Sites, Sites of Special Scientific Interest or Special Areas of Conservation should be avoided.</b></p> <ul style="list-style-type: none"> <li>• These should have been picked up through the SHLAA assessment and also appear on the maps provided for the public consultation</li> </ul>	<p>NO</p>
12. To promote and encourage non-car based modes of transport and reduce journey lengths	<p><b>In settlements with public transport available, sites should be within 400m of a bus stop (or at most 600m).</b></p> <ul style="list-style-type: none"> <li>• The criteria are as per question 2</li> </ul>	<p>ON BUS ROUTE</p>
13. To maintain and enhance the environment in terms of air, soil and water quality	<p><b>Areas of best quality agricultural land and areas where pollution is a particular problem should be avoided</b></p> <ul style="list-style-type: none"> <li>• Is the site in agricultural use?</li> <li>• Is the site adjacent to a main road?</li> <li>• Is there sewerage capacity?</li> <li>• Is the site within or adjacent to an area prone to flooding?</li> </ul>	<p>NO</p> <p>YES</p> <p>SWA STATE SEWERAGE UP TO CAPACITY.</p> <p>NO</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><b>Sites within areas known to flood should be avoided if possible.</b></p> <ul style="list-style-type: none"> <li>• Is the site in or adjacent to an area known to flood or identified on the floodzone maps?</li> </ul>	

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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 WAS FAVOURED BY ALL WHO ATTENDED THE MEETING. 68.5% WHO COMPLETED THE QUESTION.

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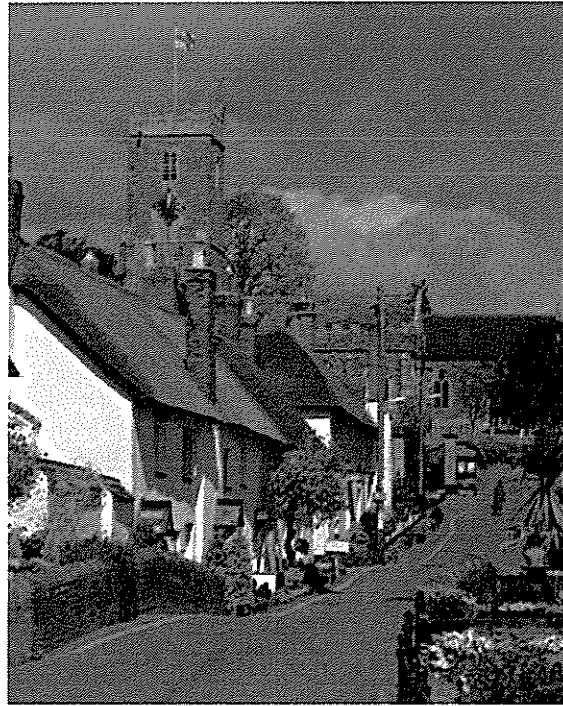
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Have you attached additional information?

## **EAST BUDLEIGH WITH BICTON PARISH COUNCIL**



### **YOUR VILLAGE – HAVE YOUR SAY!**

**A PUBLIC ‘DROP IN’ SESSION WILL BE HELD IN THE INFORMATION OFFICE ON SATURDAY, 10<sup>th</sup> NOVEMBER AT 9AM – 11AM FOR RESIDENTS TO HAVE THEIR SAY REGARDING THE BUILDING OF 15 HOUSES WITHIN THE EAST BUDLEIGH BOUNDARY. FURTHER DETAILS WILL BE AVAILABLE AT THE ‘DROP IN’ SESSION.**

**Questionnaires for completion will be available at the drop in session and from the Community shop. These will be sent on to EDDC. Take this opportunity to have your say about your village.**

# East Budleigh



Parish EAST RUDLEIGH.

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

RE STRENGTH THE ROADS THROUGH VILLAGE  
& BETTER SIGNAGE -

Parish infrastructure priorities - infrastructure with a parish focus

PAVEMENTS. NO PAVEMENTS AT PRESENT THAT  
WOULD LINK ANY NEW DEVELOPMENT,  
WITH ANY NEW DEVELOPMENT RESIDENTS WOULD  
HAVE TO WALK IN THE ROADS.