



Small Towns and Villages Development Suitability Assessment 2014

September 2014

Contents

1. Introduction	2
2. Settlement Suitability Assessment	14
Stage A: Core Services and Facilities	14
Stage B: Social, Economic, and Environmental	27
Stage C: Conclusion	68

Appendix: Please see separate document

1. Introduction

What is the purpose of this document?

- 1.1 This assessment will look at the suitability of settlements identified in Strategy 27 of the new Local Plan to ascertain whether they are appropriate for future site allocations and retention of their Built Up Area Boundaries. This assessment is a response to the Planning Inspectors initial response letter dated 31st March 2014 to the examination of the New East Devon Local Plan 2006-26. Under *Housing Distribution* in paragraph 8 of his response the inspector noted his concern that the ‘figures in Strategy 27 are not based on an assessment of the ability of the small towns and villages to accommodate growth and that the blanket of a minimum 5% growth is too crude a tool’. This document will recommend which settlements are suitable for growth and which are not. For its rural settlements, the intention of the New East Devon Local Plan is and will remain one of accommodating smaller scale development.
- 1.2 Paragraph 14 of the NPPF notes that ‘*At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking*’. The suitable location of development should be seen in this context and should seek positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life. Paragraph 9 notes that improving the conditions in which people live, work, travel and take leisure is important in pursuing sustainable development.
- 1.3 East Devon’s Local Plan aims to promote the retention and development of local services and community facilities in villages and contains policies to guide this. New development should be in areas that have a range of services and facilities so the needs of most people can be met without the reliance on private transport. Paragraph 34 of the NPPF notes that ‘*plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised*’, it is also recognised in Paragraph 29 of the Framework that ‘*transport solutions will vary from urban to rural areas*’. This report will assess whether settlements are sustainable in transport terms using recent appeal decisions in rural settlements as a basis for setting criteria and will aim to promote development in settlements that will minimise the need to travel. By allocating development in settlements with a range of services and facilities to meet the everyday needs of its residents, development will ‘*enhance or maintain the vitality of rural communities*’ in line with paragraph 55 of the NPPF.
- 1.4 Development in locations that do not have access to a range of services and facilities are not suitable for site allocations. There is limited benefit in providing housing that is remote from services and facilities and where residents are reliant on private transport. In many rural areas provision of health and social care is limited and East Devon’s older demographic are disadvantaged when it comes to accessing these services due to its rural nature, particularly in areas in the East of the District. A key priority for East Devon District Council is to provide affordable homes due to the large gap between earnings and house prices. By locating affordable housing in

settlements without services and facilities, residents will be disadvantaged and could become isolated if they don't have access to private transport and jobs. To provide affordable housing in settlements will mean the provision of market housing to pay for them. Due to the cost of open market housing in East Devon it is unlikely that these open market houses will be taken up by young families. Figures released by the National Housing Federation to mark Rural Housing Week in June 2014 note that 'Whilst the unaffordability crisis in rural areas is forcing young workers and families out, the number of over 65s has risen 2.5 times faster (by 20%) than in towns and cities. Recent figures project that by 2020 around 65% of over 65s (an increase of 24%) in many rural areas will need help with simple domestic tasks like shopping, washing dishes and opening screw tops (<http://www.housing.org.uk/media/press-releases/want-to-buy-a-house-in-the-country/>) (Cited 15/07/2014)). The provision of housing in rural settlements needs to be located where all members of the community can benefit now and in the future. This assessment will identify the most suitable settlements for growth.

What criteria will be used?

- 1.5 The services and facilities considered as part of this assessment are those within the BUAB and a 400 metre zone around it. The Sustainability Appraisal for East Devon's Local Plan uses minimum distances of between 250 metres and 600 metres depending on the sustainability objective to determine impact. Transport Analysis Guidance (2011) from the Department for Transport suggests a default walking distance of 400 metres to public transport stops and other facilities used on a daily basis. The South-East Devon European Site Mitigation Strategy also identifies a 400m exclusion zone for development around Special Protection Areas (SPA) and Special Areas of Conservation (SAC) suggesting this is a pragmatic distance recognising urban impacts such as cat predation, increased fire incidence and increased recreational pressure (leading to disturbance, trampling, dog fouling etc). Therefore a 400 metre buffer around the settlement is seen as a reasonable distance to assess the provision of services and facilities and identify a potential walkable catchment for their use and as a distance for protecting environmental assets. The 400m buffer zone does not consider topography, natural boundaries or footways but is a generic 400m zone that captures properties, businesses and designations within it. When considering a settlement's suitability for site allocations the 400m catchment and the existing settlement Built Up Area Boundary will be used unless it is specifically stated otherwise.
- 1.6 Depending on the geographic location of properties, businesses, services and facilities at each settlement, walkable distances could be greater than 400 metres. For example a village hall located 100 metres outside the existing Built Up Area Boundary (BUAB) of a settlement is going to be more than the 400 metres walking distance from a property 350 metres outside the BUAB in the opposite direction. Therefore there is flexibility within the walkable catchment to reflect greater distances that people will travel to services.
- 1.7 Appendix I of this report contains a spreadsheet with the criteria and information used to inform whether a settlement is suitable for development or not. The following section identifies these criteria, its data sources and a brief commentary.

General

	Data Source
Dwelling Stock	Geographic Information System – Council Tax Properties Band A to H (April 2014)
Average Household Size	Place Profiles, Ward Profile East Devon, Local Futures (August 2013)
Estimated Population	
% of population over 65	Census 2011 (Ward Based)

- 1.8 Dwelling stock gives an indication of the size of the settlement and should relate positively to the services and provision of a settlement. The average household size will be used to give an estimated population for the settlements and their 400m catchment area. Population is an important factor in planning for future services and facilities. East Devon has a larger population over the age of 65 than the national average and thus consideration for the allocation of development sites should consider this as a factor, particularly when considering access to services and facilities. Appendix H provides a chart with the percentage breakdown of people over and less than 65 years of age by settlement based on Ward data.

Core Services and Facilities

	Data Source
Post Office	<i>Geographic Information Systems (GIS), Non Domestic Rate Data (NDR)</i> http://www.postoffice.co.uk/
Post Office and General Convenience Store	<i>Geographic Information Systems (GIS), Non Domestic Rate Data (NDR)</i> http://www.postoffice.co.uk/
General convenience store	<i>Geographic Information Systems (GIS), Non Domestic Rate Data (NDR)</i>
Primary School	<i>Geographic Information Systems (GIS), Non Domestic Rate Data (NDR)</i>
Doctors Surgery	<i>Geographic Information Systems (GIS), Non Domestic</i>

	Data Source
	<i>Rate Data (NDR)</i>
Public Transport	http://www.stagecoachbus.com/ http://www.cartogold.co.uk/Devon_Transport/Devon.htm

- 1.9 These core services and facilities contribute to community life and minimise social exclusion. These facilities are key to providing sustainable communities that are suitable for future site allocations and contribute to meeting the everyday needs of residents.
- 1.10 The Post Office plays an important role in rural areas serving communities, individuals, families and businesses. The Post Office Network Report 2013 identified the following key user groups:
- Small businesses
 - Disadvantaged Individuals
 - Individual on low incomes
 - Individuals with disabilities
 - Elderly individuals
- 1.11 The Post Office offers an important service to rural areas promoting social inclusion and economic development.
- 1.12 The trend of shopping little and often means that local convenience stores will be important to modern lifestyles and offer an important facility to those in rural communities that are less mobile. In January 2014 James Lowman Chief Executive of the Association of Convenience Store, Mike Coupe Sainsburys Group Commercial Director and David Gray retail analyst at Planet Retail all commented on the trend of people shopping little and often. David Gray also commented that the nation's demographics are altering demand stating "There's an ageing population - older people tend to like shops close by - and more single households, who often buy little and often" (www.bbc.co.uk cited 01/05/2014 'The rise, fall and rise of the mini-supermarket' (17th January 2014)). East Devon's older demographic would therefore benefit greatly from local convenience provision. The establishment of community run convenience store facilities in some East Devon villages reflects the importance of these facilities. However it is recognised that many people still do larger food shops at their nearest superstore and top up this shopping at local stores.
- 1.13 Through the New Local Plan East Devon District Council aims to promote social well being which includes providing facilities to meet people's health care needs. It is recognised in the Plan that in rural areas health care provision is far more difficult to access with

irregular public transport and few, if any local surgeries or other care. Where settlements have this provision it should be seen as a positive asset to the settlement and surrounding area. East Devon has a larger percentage of residents over 65 (28%) compared to the average for England and Wales (16%). Therefore it is important in East Devon to provide development in areas with good access to health provision and public transport.

- 1.14 Those living in rural areas will not have the same access to public transport as those in urban areas. However when looking to allocate sites consideration should be given to areas that have better access to public transport. Paragraph 29 on the NPPF recognises the importance of sustainable transport modes and they should give people a real choice about how they travel. Paragraph 35 of the recent appeal at Newton Poppleford (APP/U1105/A/14/2211701) reflects this by stating that ‘growth should be actively managed to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable’. Use of public transport relieves road congestion, is more sustainable and helps reduce social exclusion. Settlements will be assessed to see if they have access to bus services and the frequency of this service. The frequency will be assessed using Devon County Councils interactive map thresholds. These are:
- Bus route with approximately hourly or greater service
 - Bus route served by 5 journeys a day or more
 - Bus route with 1 to 4 journeys a day
 - Bus route operating a less than daily service
- 1.15 Those settlements with access to multiple modes of public transport will also be identified. Appendix J identifies the services and frequency of public transport for the settlements in Strategy 27.

Social

	Data Source
Public House	<i>Geographic Information Systems (GIS), Non Domestic Rate Data (NDR)</i>
Community Hall	<i>Geographic Information Systems (GIS), Non Domestic Rate Data (NDR)</i>
Place of worship	<i>Geographic Information Systems (GIS), Non Domestic Rate Data (NDR)</i>
Library	<i>Geographic Information Systems (GIS), Non Domestic Rate Data (NDR)</i>
Leisure Centre	<i>Geographic Information Systems (GIS), Non Domestic Rate Data (NDR), www.ledleisure.co.uk</i>

- 1.16 To complement the core services and facilities, social, economic and environmental factors will be considered. Social factors are important for interaction and community cohesion. Pubs are a focal point for communities and are important for local identity. They typically host a variety of local community events, and can be home to valued services and amenities.
- 1.17 Community buildings have a positive impact on communities and the economy of rural areas. Where there are fewer local job and training opportunities and access to activities and services are difficult to reach given the challenges of rural public transport (www.acre.org.uk cited 15/04/2014) community halls offer flexible spaces and venues. Community halls play an important role in many social, recreational, sports, arts and educational activities.
- 1.18 Places of worship also play an important role as venues for a range of social and community activities and as centres of education, tourism and religious practice.
- 1.19 Although library provision in rural areas is not widespread within East Devon, where they do exist they play an important function in local communities. Devon County Council's vision for its library services is to help people of all ages with their reading, learning and information interests with the belief that Devon's libraries have the power to enrich and change people's lives. Libraries considered in this study are those located in buildings and not mobile facilities and reflect existing provision. Devon County Council are currently undergoing consultation on County Council run libraries, potential closures and community run facilities.
- 1.20 Access to leisure facilities has been noted in recent appeal decisions in East Devon as a facility that should be considered in decision making, particularly when considering the need to travel out of the settlement to access this provision. Therefore access to leisure

facilities should be addressed in this study. People have different leisure interests and this assessment cannot address all of these, however leisure centres have a multi-activity function and settlements with such a provision can provide for many leisure interests.

Economic

	Data Source
NDR	Geographic Information System – Non Domestic Rate data (April 2014)
Empty NDR	Geographic Information System – Non Domestic Rate data (April 2014)
Average Business Size	Ward Profile East Devon, Local Futures (August 2013)
Businesses per 000 population	Ward Profile East Devon, Local Futures (August 2013)

- 1.21 The economic provision in a rural settlement is important for providing local employment and related services and provision. Non Domestic Rate (NDR) data is the responsibility of the District Council’s business rates team and held in the Council’s GIS. This data will change over time and the information used in this assessment reflects that database. NDR information gives an idea of what uses are occurring at a given location and can be used as an indicator of an area’s economic vibrancy. Units recorded as NDR will also be included in other sections of this report such as public houses under social facilities. As well as providing information on NDR data, this assessment will also identify where these units are recorded as empty. Appendix K provides NDR information for each settlement in the assessment.
- 1.22 The average business size data is ward based as this is the best available information. This data can be used to compare against other wards and the District as a whole. Businesses per 000 population will complement data on the average business size and will provide an indicator for the economic and employment base of the area. It should be noted that Ward data will in some cases contain more than one settlement and so data is not reflective of that settlement alone. Appendix E spatially represents Businesses per 000 population on a ward by ward basis and also provides a chart representing the rate for each settlement.

Work Travel

	Data Source
Car	Place Profiles, Ward Profile East Devon, Local Futures (August 2013)
Foot/ Cycle	Place Profiles, Ward Profile East Devon, Local Futures (August 2013)
Taxi	Place Profiles, Ward Profile East Devon, Local Futures (August 2013)
Motorcycle	Place Profiles, Ward Profile East Devon, Local Futures (August 2013)
Home worker	Place Profiles, Ward Profile East Devon, Local Futures (August 2013)
Public Transport	Place Profiles, Ward Profile East Devon, Local Futures (August 2013)

1.23 Rural settlements do not have the same provision of public transport as urban areas and therefore there is expected to be a greater number of journeys to work from rural areas by car. However depending on the location of settlements to areas of employment and related public transport provision, journeys by different means will vary. The information that will be used in this assessment is Ward based and will provide comparable information between settlements and areas. Work travel information is linked to economic considerations and is important in assessing settlement suitability.

Environment

	Data Source
AONB	<i>Geographic Information Systems (GIS)</i>
CPA	<i>Geographic Information Systems (GIS)</i>
Green Wedge	<i>Geographic Information Systems (GIS)</i>
SAC	<i>Geographic Information Systems (GIS)</i>
SPA	<i>Geographic Information Systems (GIS)</i>
SSSI	<i>Geographic Information Systems (GIS)</i>
Ramsar	<i>Geographic Information Systems (GIS)</i>

- 1.24 The location of a settlement in relation to protected landscapes and biodiversity will have an impact on its suitability for growth and its level of growth. The criteria above are the best indicators for assessing these impacts in East Devon and are spatially mapped in the GIS. Appendix B provides a Plan for each settlement with the following designations identified.
- 1.25 An Area of Outstanding Natural Beauty (AONB) is an area of high scenic quality which has statutory protection in order to conserve and enhance the natural beauty of its landscape. East Devon is blessed with landscape of exceptional quality, two thirds of the District falls within either the East Devon AONB or the Blackdown Hills AONB.
- 1.26 The Coastal Preservation Area (CPA) is designated to protect the undeveloped/ open status of the designated area or where visually connected to adjoining areas. The CPA is defined on the visual openness and views to and from the sea.
- 1.27 The Green Wedge is a Local Plan policy that restricts development that would add to existing sporadic or isolated development or damage the individual identity of a settlement through settlement coalescence. This designation helps settlements maintain these separate identities and their landscape setting.
- 1.28 Special Areas of Conservation (SAC) are those which have been given special protection under the European Union's Habitats Directive. SACs provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity (<http://www.naturalengland.org.uk> cited 15/04/2014). East Devon has four SAC's. The River Axe Special Area of Conservation (SAC) is designated for its habitat provision, particularly for vegetation and fish species. Sidmouth to West Bay SAC is a coastal strip designation, focusing on sea cliff, scree and drift line vegetation. Beer Quarry and Caves SAC are designated for the existence of 3 bat species and the last Devon Pebblebed Heaths SAC (same areas as the SPA) is designated in recognition of its wet and dry heathland vegetation and for the Southern Damselfly.
- 1.29 Special Protection Areas (SPA) are areas of land, water or sea which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within the European Union. SPAs are European designated sites, classified under the European Wild Birds Directive which affords them enhanced protection (<http://www.naturalengland.org.uk> cited 15/04/2014). The East Devon Heaths Special Protection Area (SPA) is a network of heathland sites which are designated for their ability to provide a habitat for internationally important breeding populations of nightjar and Dartford warbler. The Exe Estuary SPA is designated for its internationally important populations of birds.
- 1.30 A Site of Special Scientific Interest (SSSI) is one of the country's very best wildlife and/or geological sites. SSSIs include some of the most spectacular and beautiful habitats: wetlands teeming with wading birds, winding chalk rivers, flower-rich meadows, windswept shingle beaches and remote upland peat bogs (<http://www.naturalengland.org.uk> cited 15/04/2014). East Devon has 25 SSSI's.

- 1.31 Ramsar sites are wetlands of international importance, designated under the Ramsar Convention. Wetlands are defined as areas of marsh, fen, peatland or water, whether natural or artificial, permanent or temporary, with water that is static or flowing, fresh, brackish or salt, including areas of marine water the depth of which at low tide does not exceed six metres (<http://www.naturalengland.org.uk> cited 15/04/2014). The Exe Estuary is East Devon's only Ramsar site.
- 1.32 In addition to data in Appendix I further information will be presented to inform this assessment.
- 1.33 Affordable housing data collected by East Devon District Council will be used to reflect delivery in settlements and the future need will be identified based on the most up to date affordable housing needs assessments. Affordable homes are promoted in the emerging Local Plan as a 'top priority for this Council' and policy reflects this. The assessment in this report is purely numeric and does not reflect settlement constraints. The Strategic Housing Market Assessment will identify the affordable need within the District and the distribution will be determined through the emerging Local Plan spatial strategy.
- 1.34 As well as identifying whether a settlement has a primary school, information will be presented on the net capacity of primary schools and number of pupils on roll over the past five years. This information is produced by Devon County Council and will be used to identify which settlements are at a size that the education provision can sustain. Appendix A identifies primary education for each settlement and provides a brief analysis of the information.
- 1.35 Appendix D of this report will provide a Plan for each settlement with agricultural land classification and Floodzones (two and three), which will illustrate potential constraints to settlement growth.

How will settlement suitability be determined?

- 1.36 **Stage A** will assess settlements against the *Core Services and Facilities* criteria. Those that have a limited provision will not be promoted for development as new residents will be remote from core services and facilities. At this stage settlements assessed must have a primary school and be sustainable in transport terms as set out below.
- 1.37 It is important for settlements that will be allocated development to have a primary school as Strategy 34 in the Local Plan promotes 50% affordable housing in rural areas. It is most likely that an element of affordable housing will be inhabited by families and those wishing to start families. It is appropriate therefore to locate development in settlements with primary school provision. This will help avoid the isolation of families who do not have access to private transport particularly for education and social activities. The Local Plan notes that no resident in East Devon should be disadvantaged against another when considering sustainable development and this includes social inclusion and accessibility.

- 1.38 In a recent appeal at Tipton St John (APP/U1105/A/13/2210510) the inspector noted in paragraph 16 that the scarcity of public transport in Tipton St John meant that the proposal could not be classified as being sustainable in transport terms. In paragraph 13 of this appeal the inspector notes that there are only about seven buses per weekday to Ottery St Mary and Sidmouth and no services at the weekend. Prior to this appeal an inquiry was held for four applications in Feniton (APP/U1105/A/13/2191905, APP/U1105/A/13/2197001, APP/U1105/A/13/2197002, APP/U1105/A/13/2200204). In paragraph 76 the inspector notes that 'Feniton is not well served by buses. There are five services each way per day to Sidmouth via Ottery St Mary and one service each way per day to Honiton with none on Sundays'. The inspector does note in her report at paragraph 71 that 'the fact that Feniton has any kind of train service at all gives it a considerable advantage, in terms of choice as to sustainable modes of transport, over many other villages in Devon'. This report will use these decisions as a benchmark for whether settlements that do have public transport are suitable or not. Settlements that are not on a bus route with approximately hourly or greater service, do not have three or more separate services or do not have more than one mode of public transport will not be considered sustainable in transport terms.
- 1.39 As well as being sustainable in transport terms and having a primary school, settlements will ideally have four of the *Core Service and Facilities* criteria (including primary school and public transport) in the settlement and 400m catchment. Villages with a 'post office and a general convenience store' in a single building will be classed as having two services.
- 1.40 **Stage B** of the assessment will only focus on those considered suitable from Stage A. These settlements will be assessed against the *social, economic, work travel* and *environment* criteria set out above. Each settlement will be assessed individually against these criteria reflecting data in Appendix I. No settlements will be considered unsuitable for site allocations at this stage but issues will be raised with regards to the level of suitability and constraints affecting them.
- 1.41 This Stage will also assess the settlements infrastructure and growth capacity. It will identify the existing settlement permissions that will be delivered from 2013 onwards in line with the start date of the Strategic Housing Market Assessment (SHMA). It will look at the percentage increase of the number of dwellings within their existing BUAB's. It is not the intention of East Devon's Local Plan to sizeably expand the size of its villages as the New Local Plan promotes most of the Districts development at the main towns of the District and the new town of Cranbrook. In a recent appeal at Feniton the Inspector in Paragraph 87 of the decision notice states that an overall increase of 12.2% would constitute a sizeable expansion. This compares to a more recent appeal at Badger Close in Newton Poppleford which noted in Paragraph 25 that in the context of the village a 5% increase in the size of the settlement would be a significant addition. This report will identify the percentage increase that permissions delivered after 2014 would give settlements in the context of the 5% and 12.2% figure.
- 1.42 The level of growth needed to support different local services and facilities is difficult to gauge, however Appendix G illustrates that those settlements with an estimated population of a thousand or more people all have four or more Core Services and Facilities and

those settlements with less than a thousand people have a greater difference in the number of Core Services and Facilities ranging from one to five. For a number of settlements, delivering anything less than a substantial amount of growth will not increase their service provision, and the level of growth needed to ensure delivery is more difficult to predict.

- 1.43 Affordable housing delivery is an important requirement of development and is promoted in the New East Devon Local Plan. This assessment will note the most up to date local need figure and will identify delivery to date. In addition those needs not addressed to date will be assessed in the relation to the 50% figure in Strategy 34.
- 1.44 Infrastructure capacity issues at the settlements primary schools will be indicated. School capacity for the previous five years will give an idea of the school intake and whether settlements are at a size that the education provision can sustain. In addition to school intake numbers the percentage of pupils attending settlement primary schools from within their catchment will be identified. In addition this stage will consider what agricultural land classification the settlement and its surrounding area is in as well as whether the settlement is in a floodzone.
- 1.45 **Stage C** is the conclusion of the assessment and will inform Strategy 27. It will identify which settlements should:
 - Retain their Built Up Area Boundary and remain in Strategy 27; and those that should
 - Lose their Built Up Area Boundary and be removed from Strategy 27
- 1.46 A justification for each of the settlements will be given using the information collated as part of this assessment.
- 1.47 Settlements that will retain their BUAB's will be those with a range of services and facilities that can meet the everyday needs of its residents without reliance on private transport. These settlements are the most suitable for development.
- 1.48 Settlements that should have their BUAB removed are those that do not have the range of services and facilities or public transport frequency that those retaining their BUAB have, but do offer some services and facilities. East Devon's New Local Plan recognises that in some instances development outside BUAB's is acceptable. Strategy 35 sets out criteria for mixed market and affordable housing outside BUAB's and settlements identified in Strategy 27 will inform this policy.

2. Settlement Suitability Assessment

2.1 This Chapter will follow the Stages set out above to identify which settlements are suitable for development and will inform a revised Strategy 27.

Stage A: Core Services and Facilities

2.2 Primary School Provision

The following settlements have no primary school provision:

- Alfington
- Axmouth
- Aylesbeare
- Colaton Raleigh
- Colyford
- Dunkeswell
- Ebford
- Talaton

2.3 General Convenience Stores

The following settlements have no general convenience store provision:

- Awliscombe
- Axmouth
- Aylesbeare
- Brampford Speke
- Branscombe
- Broadhembury
- Clyst Hydon
- Clyst St George

- Otterton
- Rockbeare
- Smallridge
- Stockland
- Upottery
- Woodbury Salterton

2.4 Public Transport

The following settlements do not have public transport provision:

- Brampford Speke
- Chardstock
- Membury
- Smallridge

Some other rural settlements that do have access to public transport have limited services.

2.5 The following settlements have public transport but are not considered sustainable in transport terms:

- Awliscombe – There are two bus services, the 368 and 694 which are both recorded as being *bus routes with 1 to 4 journeys a day*.
- Axmouth – There is one bus service which has school day restrictions, the 899 which has been recorded as being a *bus route with 1 to 4 journeys a day*.
- Aylesbeare – There is one bus service, the 56 which has been recorded as being a *bus route with 1 to 4 journeys a day*.
- Branscombe – There is one service, the 899 CoastHopper which has been recorded as being a *bus route with 1 to 4 journeys a day*.
- Broadhembury – There are two bus services, the 368 and 863. The 368 is recorded as a *bus route with 1 to 4 journeys a day* and the 863 as a *bus route operating a less than daily service*.
- Clyst Hydon – There is one service, the 863 which has been recorded as a *bus route operating a less than daily service*.
- Dunkeswell - There is one service, the 20 which has been recorded as being a *bus route served by 5 journeys a day or more*
- Hawkchurch – There is one service, the 688 which has been recorded as being a *bus route operating a less than daily service*
- Offwell - There is one service, the 681 which has been recorded as being a *bus route operating a less than daily service*

- Payhembury – There are two bus services, the 694 and 863. The 694 is recorded as a *bus route with 1 to 4 journeys a day* and the 863 as a *bus route operating a less than daily service*.
- Plymtree - There are two bus services, the 694 and 863. The 694 is recorded as a *bus route with 1 to 4 journeys a day* and the 863 as a *bus route operating a less than daily service*.
- Stockland – There is one bus service, the 684 which has been recorded as a *bus route operating a less than daily service*.
- Talaton – There are two bus services, the 382 and 863. The 382 is recorded as a *bus route served by 5 journeys a day or more* and the 863 as a *bus route operating a less than daily service*.
- Tipton St John – There are two bus services the 382 and 387. The 382 is recorded as a *bus route served by 5 journeys a day or more* and the 387 as a *bus route with 1 to 4 journeys a day*.
- Uptontery - There are two bus services, the 387 and 682 which are both recorded as being *bus routes with 1 to 4 journeys a day*

2.6 Post Office

The following settlements do not have a *post office* or a *post office and convenience store*:

- Alfington
- Awliscombe
- Axmouth
- Aylesbeare
- Brampford Speke
- Clyst Hydon
- Clyst St George
- Colaton Raleigh
- East Budleigh
- Ebford
- Hawkchurch
- Otterton
- Rockbeare
- Smallridge
- Stockland
- Tipton St John

- Upottery
- Woodbury Salterton

2.7 Doctors Surgery

The following settlements do not have a doctor's surgery:

- Alfington
- Awliscombe
- Axmouth
- Aylesbeare
- Brampford Speke
- Branscombe
- Broadhembury
- Chardstock
- Cyst Hydon
- Cyst St George
- Cyst St Mary
- Colaton Raleigh
- Colyford
- East Budleigh
- Ebford
- Feniton
- Hawkchurch
- Kilmington
- Membury
- Musbury
- Offwell
- Otterton
- Payhembury

- Plymtree
- Rockbeare
- Sidbury
- Smallridge
- Stockland
- Talaton
- Tipton St John
- Uplyme
- Upottery
- West Hill
- Woodbury Salterton

2.8 The following settlements do not have a suitable level of provision of core services and facilities and should not be promoted for site allocations in Strategy 27. These settlements will not be considered in Stage B of the assessment.

Alfington

2.9 Alfington is not suitable for site allocations as it does not have a post office, primary school, or doctor's surgery.

2.10 Alfington is a small village with approximately 98 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 235. With a small population it is unlikely that these service deficiencies will be addressed with anything other than sizeable expansion. Devon County Council note that housing development in areas that do not have a local primary school will place additional pressure on primary home to school transport and therefore housing development is not supported in the context of schools provision. The criteria set out in Stage A have not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Awliscombe

2.11 Awliscombe is not suitable for site allocations as it does not have a post office, general convenience store, doctor's surgery and is not considered to be sustainable in transport terms.

2.12 Awliscombe is a small village with approximately 92 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 230. Devon County Council note that based on projected numbers the primary

school could benefit from some local development. However it has a number of service and facility deficiencies and does not meet the criteria set out in Stage A and should not be allocated development through Strategy 27.

Axmouth

- 2.13 Axmouth is not suitable for site allocations as it does not have a post office, general convenience store, primary school, doctors surgery and is not considered to be sustainable in transport terms.
- 2.14 Axmouth is a small village with approximately 248 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 570. As with many of East Devon's villages it has a large percentage of people who are 65 or over and therefore access to core services and facilities is important. In addition the Councils promotion for 50% affordable housing in rural areas means those families attracted by affordable accommodation would be instantly disadvantaged by the lack of primary education provision. Devon County Council note that housing development in areas that do not have a local primary school will place additional pressure on primary home to school transport and therefore housing development is not supported in the context of school provision. Axmouth has a number of service and facility deficiencies and does not meet the criteria set out in Stage A, so should not be allocated development through Strategy 27.

Aylesbeare

- 2.15 Aylesbeare is not suitable for site allocations as it does not have a post office, general convenience store, primary school, doctors surgery and is not considered to be sustainable in transport terms.
- 2.16 Aylesbeare is a small village with approximately 146 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 350. It has a large percentage of people who are 65 or over at 29%, well above the national average of 16.4% with limited facilities to cater for their needs. Devon County Council note that housing development in areas that do not have a local primary school will place additional pressure on primary home to school transport and therefore housing development is not supported in the context of schools provision. It has a deficiency of services and facilities with poor public transport and does not meet the criteria set out in Stage A. Aylesbeare should therefore not be allocated any development through Strategy 27.

Bramford Speke

- 2.17 Bramford Speke is not suitable for site allocations as it does not have a post office, general convenience store, doctor's surgery and does not have public transport.
- 2.18 Bramford Speke is a small village with approximately 134 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 308. Devon County Council note that based on projected numbers

the school has very limited capacity to support development. It has a deficiency of services and facilities with poor public transport and does not meet the criteria set out in Stage A. Brampford Speke should therefore not be allocated any development through Strategy 27.

Branscombe

- 2.19 Branscombe is not suitable for site allocations as it does not have a general convenience store, doctor's surgery and is not considered to be sustainable in transport terms.
- 2.20 Branscombe is a small village with approximately 150 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 330. Devon County Council note that based on projected numbers the primary school could benefit from some local development. However the criteria set out in Stage A has not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Broadhembury

- 2.21 Broadhembury is not suitable for site allocations as it does not have a general convenience store, doctor's surgery and is not considered to be sustainable in transport terms.
- 2.22 Broadhembury is a small village with approximately 95 A to H Council tax banded properties within its existing Built Up Area Boundary benefit from/support some local development. However the criteria set out in Stage A has not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Chardstock

- 2.23 Chardstock is not suitable for site allocations as it does not have a doctor's surgery or public transport.
- 2.24 Chardstock is a small village with approximately 200 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 460. The settlement does have a primary school and a post office and convenience store but has no public transport. Paragraph 29 of the NPPF notes that 'the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel'. In Chardstock there is no choice and any occupiers of new development would have to rely on private transport to access services and facilities that are not in the village. Devon County Council note that based on projected numbers the primary school could benefit from/ support some local development. However the criteria set out in Stage A has not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Clyst Hydon

- 2.25 Clyst Hydon is not suitable for site allocations as it does not have a post office, general convenience, doctor's surgery and is not considered to be sustainable in transport terms.

Clyst Hydon is a small village with approximately 59 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 148. Devon County Council note that based on projected numbers the primary school could benefit from some local development. However the criteria set out in Stage A has not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Clyst St George

- 2.26 Clyst St George is not suitable for site allocations as it does not have a post office, general convenience store or a doctor's surgery.
- 2.27 Clyst St George is a small village with approximately 75 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 173. Devon County Council note that the primary school is forecast to have no capacity. Although the settlement has good public transport links it has a deficiency of services and facilities and therefore it should not be allocated any development through Strategy 27.

Colaton Raleigh

- 2.28 Colaton Raleigh is not suitable for site allocations as it does not have a post office, primary school or a doctor's surgery.
- 2.29 Colaton Raleigh is a small village with approximately 190 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 456. Although the settlement has good public transport links it doesn't have a primary school which is important if proposed development for open market or affordable homes is for families. Devon County Council note that housing development in areas that do not have a local primary school will place additional pressure on primary home to school transport and therefore housing development is not supported in the context of schools provision. The criteria set out in Stage A have not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Colyford

- 2.30 Colyford is not suitable for site allocations as it does not have a primary school, or a doctor's surgery.
- 2.31 Colyford is a village with approximately 378 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 832. Although the settlement has good public transport links it doesn't have a primary school which is important if proposed development for open market or affordable homes is for families. Devon County Council note that

housing development in areas that do not have a local primary school will place additional pressure on primary home to school transport and therefore housing development is not supported in the context of schools provision. The criteria set out in Stage A have not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Dunkeswell

- 2.32 Dunkeswell is not suitable for site allocations as it does not have a primary school and is not considered to be sustainable in transport terms.
- 2.33 Dunkeswell is a village with approximately 734 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 1615. Although this settlement has a range of services and facilities it does not have a primary school which is an important facility consideration when looking to allocate sites that will be occupied by amongst others families. Devon County Council note that housing development in areas that do not have a local primary school will place additional pressure on primary home to school transport and therefore housing development is not supported in the context of schools provision.

Ebford

- 2.34 Ebford is not suitable for site allocations as it does not have a post office, primary school or a doctor's surgery
- 2.35 Ebford is a village with approximately 174 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area with an estimated population of 400. Although through the assessment of key services and facilities Ebford is recognised as having a general convenience store this is in fact Darts Farm. Although not strictly a general convenience store it does provide access to convenience goods within the 400m catchment of the settlement and so has been included. Devon County Council note that housing development in areas that do not have a local primary school will place additional pressure on primary home to school transport and therefore housing development is not supported in the context of schools provision. The settlement has good public transport links with the 57 bus service recorded as being a bus route with approximately hourly or greater service. However due to the settlements deficiency in services and facilities it should not be allocated any development through Strategy 27

Hawkchurch

- 2.36 Hawkchurch is not suitable for site allocations as it does not have a post office, doctor's surgery and is not considered to be sustainable in transport terms.
- 2.37 Hawkchurch is a small village with approximately 124 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 148. Devon County Council note that based on projected numbers the

primary school could benefit from some local development. However the criteria set out in Stage A has not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Membury

- 2.38 Membury is not suitable for site allocations as it does not have a doctor's surgery and has no public transport.
- 2.39 Membury is a small village with approximately 100 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 230. Although this settlement has a small general convenience store and post office, and a school it has no access to public transport which limits peoples access to facilities outside the settlement if they have no private transport. This could lead to the isolation of some social and demographic groups effecting there quality of life which would be contrary to Paragraph 9 of the NPPF which seeks positive improvements to peoples quality of life. Devon County Council note that based on projected numbers the primary school could benefit from some local development, however due to the settlements lack of public transport it should not be allocated any development in strategy 27.

Offwell

- 2.40 Offwell is not suitable for site allocations as it does not have a doctor's surgery and is not considered to be sustainable in transport terms.
- 2.41 Offwell is a small village with approximately 103 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 230. Although this settlement has a small post office and general convenience store run by volunteers and a primary school, it has limited access to public transport. This means that residents will have to travel outside of the settlement for health and leisure facilities and would need to rely on private transport. Devon County Council note that based on projected numbers the primary school has very limited capacity to support development. The criteria set out in Stage A have not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Otterton

- 2.42 Otterton is not suitable for site allocations as it does not have a post office, general convenience store or a doctors surgery.
- 2.43 Otterton is a village with approximately 298 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 715. Otterton is on a bus route with approximately hourly or greater service and a primary school. However it does not have a number of other important services and facilities and so would be reliant on travel outside of the settlement to access them. Devon County Council note that based on projected numbers the primary school has very limited

capacity to support development. The criteria set out in Stage A have not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Payhembury

- 2.44 Payhembury is not suitable for site allocations as it does not have a doctor's surgery and is not considered to be sustainable in transport terms.
- 2.45 Payhembury is a small village with approximately 161 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 403. Devon County Council note that Ottery Learning Community will not be able to support any further development. The criteria set out in Stage A have not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Plymtree

- 2.46 Plymtree is not suitable for site allocations as it does not have a doctor's surgery and is not considered to be sustainable in transport terms.
- 2.47 Plymtree is a small village with approximately 155 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 388. Devon County Council note that based on projected numbers the primary school could benefit from some local development. However the criteria set out in Stage A has not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Rockbeare

- 2.48 Rockbeare is not suitable for site allocations as it does not have a post office, general convenience store or doctor's surgery.
- 2.49 Rockbeare is a village with approximately 197 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 493. although the settlement has a primary school and is on a bus route with approximately hourly or greater service it does not have a doctors surgery, post office or general convenience store meaning people will need to travel outside of the settlement to access a number of important facilities. Devon County Council note that based on projected numbers the primary school could benefit from some local development. However the criteria set out in Stage A has not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Smallridge

- 2.50 Smallridge is not suitable for site allocations as it does not have a post office, general convenience store, doctor's surgery and is not considered to be sustainable in transport terms.
- 2.51 Smallridge is a small village with approximately 102 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 235. Devon County Council note that based on projections, the school is unable to accommodate additional numbers until potential a new school is brought forward in Axminster. The criteria set out in Stage A have not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Stockland

- 2.52 Stockland is not a suitable for site allocations as it does not have a post office, general convenience store, doctor's surgery and is not considered to be sustainable in transport terms.
- 2.53 Stockland is a small village with approximately 80 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 192. Devon County Council note that the school is forecast to be at capacity and is popular so cannot support further development. The criteria set out in Stage A have not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Talaton

- 2.54 Talaton is not suitable for site allocations as it does not have a primary school, doctor's surgery and is not considered to be sustainable in transport terms.
- 2.55 Talaton is a small village with approximately 136 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 340. Devon County Council note that housing development in areas that do not have a local primary school will place additional pressure on primary home to school transport and therefore housing development is not supported in the context of schools provision. The criteria set out in Stage A have not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Tipton St John

- 2.56 Tipton St John is not suitable for site allocations as it does not have a post office, doctor's surgery and is not considered to be sustainable in transport terms.

- 2.57 Tipton St John is a village with approximately 305 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 732. The settlement has been subject to a recent appeal decision on land south of Otter Close in which the Inspector concluded the proposal to be unsustainable. Devon County Council note the primary school is forecast to be at capacity and is popular so cannot support further development unless a new site and school is provided. The criteria set out in Stage A have not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Upottery

- 2.58 Upottery is not suitable for site allocations as it does not have a post office, general convenience store, doctor's surgery and is not considered to be sustainable in transport terms.
- 2.59 Upottery is a small village with approximately 75 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 180. Devon County Council note the primary school is forecast to be at capacity and is popular so cannot support further development. The criteria set out in Stage A have not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Woodbury Salterton

- 2.60 Woodbury Salterton is not suitable for site allocations as it does not have a post office, general convenience store or doctor's surgery.
- 2.61 Woodbury Salterton is a small village with approximately 192 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 461. Although the settlement has a primary school and is on a bus route with approximately hourly or greater service it does not access to a number of other important services and facilities. Devon County Council note that based on projected numbers the primary school could benefit from some local development. However the criteria set out in Stage A has not been met by this settlement and therefore it should not be allocated any development through Strategy 27.

Stage B: Social, Economic, Environmental

2.62 The following settlements have progressed through Stage A:

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

2.63 These settlements will be assessed individually against the Social, Economic and Environment criteria in Appendix I and information in the tables below. The tables below will identify the existing settlement permissions that will be delivered from 2014 onwards in line with the start date of the Strategic Housing Market Assessment (SHMA). It will look at the percentage increase of the number of dwellings in relation to the number within their existing BUAB's. It is not the intention of East Devon's Local Plan to sizeably expand the size of its villages where allocations are made. In a recent appeal at Feniton the Inspector in Paragraph 87 of the decision notice states that an overall increase of 12.2% would constitute a sizeable expansion and in another appeal in Newton Poppleford a 5% figure was noted as being a significant addition. This report will identify the percentage increase that permissions delivered after 2014 would give settlements and should be seen in the context of the 5% and 12.2% figures.

Settlement	Projected Housing Delivery 2014 onwards based on commitments	Potential windfalls to 31 st March 2031 based on Percentage of overall windfall completions 2011-2014 for each settlement	Existing A to H tax banded properties within the existing BUAB	Percentage settlement increase based on projected housing delivery 2014 onwards (Column 2)	Percentage settlement increase based on projected housing delivery 2014 onwards (Column 2) and Windfalls (Column 3)
Beer	15 (of which 5 affordable)	20	705	2.13	4.96
Broadclyst	3 (of which 0 affordable)	50	622	0.48	8.52
Clyst St Mary	97 (of which 32 affordable)	5	314	30.89	32.48
Colyton	33 (of which 18 affordable)	7	956	3.45	4.18
East Budleigh	0	2	349	0	0.57
Feniton	52 (of which 20 affordable) + 11/1021/MFUL allowed at appeal for 32 dwellings (of which 4 affordable) but this was decided after 31 March 2014.	2	716 673 (New Feniton) 43 (Old Feniton)	11.73 12.33 (includes an additional one (APP NO) 2.3 (Old Post Office (APP NO)	12.01
Kilmington	8 (of which 0 affordable)	0	312	2.56	2.56
Lympstone	34 (of which 10 affordable)	15	812	4.19	6.03
Musbury	1 (of which 0 affordable)	0	169	0.59	0.59
Newton Popleford	53 (of which 34 affordable) + 13/1490/MOUT appeal in progress for 46 dwellings (of which 18 affordable) but not determined as yet.	5	794	6.68 12.47 (Includes 13/1490/MOUT if permitted)	7.30
Sidbury	1 (of which 0 affordable)	2	295	0.34	1.02
Uplyme	8 (of which 0 affordable)	22	407	1.97	7.37

Settlement	Projected Housing Delivery 2014 onwards based on commitments	Potential windfalls to 31 st March 2031 based on Percentage of overall windfall completions 2011-2014 for each settlement	Existing A to H tax banded properties within the existing BUAB	Percentage settlement increase based on projected housing delivery 2014 onwards (Column 2)	Percentage settlement increase based on projected housing delivery 2014 onwards (Column 2) and Windfalls (Column 3)
West Hill	55 (of which 16 affordable) + 13/1178/FUL and 13/2459/FUL appeals in progress for total of 4 dwellings (0 of which affordable) but <u>not</u> determined as yet.	12	727	7.57 8.12 (Includes 13/1178/FUL and 13/2459/FUL if permitted)	9.22
Whimble	9 (of which 4 affordable)	30	435	2.07	8.97
Woodbury	71 (of which 33 affordable)	32	697	10.19	14.78

2.64 Affordable housing delivery is an important requirement of development and is promoted in the New East Devon Local Plan. This assessment will note the most up to date local need figure and will identify delivery to date. In addition those needs not addressed to date will be assessed in relation to the 50% figure in Strategy 34. The percentage settlement increase based on total dwellings needed, projected delivery (excluding affordable housing) and windfalls will also be identified. More up to date affordable housing requirements for the District will be produced in the Strategic Housing Market Assessment and its spatial distribution will reflect the Local Plan. The table below is purely a numeric assessment and does not reflect settlement constraints or policy ambition, as the preferred direction of growth for East Devon is in the West End and its main towns.

Settlement	Local Affordable Housing Need	Affordable Housing Delivered to Date from Needs Survey	Total Dwellings Needed – Assessed using Strategy 34 (50%). Remaining needs minus projected affordable housing delivery	Percentage settlement increase based on total dwellings needed, projected delivery(excluding affordable) and windfalls
Beer	27 (July 2013)	0	44	10.5
Broadclyst	31 (March 2011)	0 but affordable off-site contribution of £20,000 from 10/1711/MFUL	62	18.5
Clyst St Mary	11 (March 2011(as Bishops Clyst))	0	0	32.48
Colyton	18 (December 2012)	0	0	4.18
East Budleigh	16 (March 2008)	0	32	9.74
Feniton	15 (March 2012)	0	0	12.01
Kilmington	13 (January 2014)	0	26	10.9
Lympstone	11 (August 2011)	0	2	8.01
Musbury	9 (February 2014)	0	18	11.2
Newton Poppleford	21 (May 2011)	0	0	7.30
Sidbury	No Survey	0	-	1.02
Uplyme	12 (October 2009)	8	8	9.3
West Hill	9 (July 2011)	0	0	9.22
Whimble	31 (October 2008)	7	40	17.2
Woodbury	40 (September 2008 – includes need for Woodbury Salterton)	0 (have been 13 at Woodbury Salterton)	0	14.78

2.65 School capacity for the previous five years will give an idea of the school intake and whether settlements are at a size that the education provision can sustain. In addition to school intake numbers the percentage of pupils attending settlement primary schools from within their catchment will be identified. The choice of primary school is not a decision purely based on proximity to the facility but also on parental choice based on school performance. Appendix A provides information on primary school provision for the settlements considered in this report.

Beer

Social

- 2.66 Beer is a settlement with approximately 910 A to H council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 2002. Beer has a number of social facilities as identified in Appendix I and this includes multiple amounts of some provision such as pubs and community halls. Beers size and its attraction as a tourist destination enable it to maintain this provision.

Economic

- 2.67 Beer has large amount of NDR units that are concentrated around Fore Street, the arterial route through the settlement. Many of the recorded NDR's are tourist based uses such as beach huts, kiosks, and holiday units with very few that could be classed as B Use in the settlement. The nearest employment sites to Beer are those in Seaton. East Devon's Local Plan aims to improve average income levels, diversify the sectors where jobs can be found and improve local job opportunities. In part the Local Plan aims to address the issues by allocating sites for B-Use classes as these will attract better paid jobs. In relation to Beers economic suitability for site allocations it is clear that the settlement has a vibrant tourist economy that could provide local employment. Although this employment is most likely to be less well paid than many B-Use jobs, future site allocations could provide space for B-Use provision. Currently the Beer and Branscombe Ward have more businesses per 000 population than the East Devon and national average, but have a smaller average business size.
- 2.68 Travel to work modes for Beer show that it has a lower car use than the East Devon and South West average but it is slightly higher than the percentage for England and Wales. Beer has a higher percentage of people travelling to work by foot/cycle and higher levels of home working than the East Devon, South West and England and Wales average. However Beer has a lower percentage of people that travel to work on public transport at 2.8% compared to the East Devon Average of 5.26% and England and Wales average of 16.4%.

Environment

- 2.69 Much of Beer falls in the East Devon Area of Outstanding Natural Beauty, whilst the land outside the village is in the Local Plan Coastal Preservation Area. The cliffs and foreshore form part of the UNESCO World Heritage Coast as well as being designated a Site of Special Scientific Interest and Special Area of Conservation. The settlement is heavily constrained by environmental designations and finding a suitable site will be difficult. The recent East Devon Village Plan draft consultation document noted that 'Due to the need to protect the high quality landscape and historic assets and due to constraints imposed by topography it has not been possible at this stage of work to identify a site or sites to accommodate the remaining 33 dwellings allocated for Beer, further evidence is sought'.

Settlement Growth

- 2.70 The tables above identify a projected housing delivery in Beer of 15 dwellings, which does not include a windfall allowance. This would increase the settlement by 2.13%. If potential windfalls are included the settlement would increase by 4.96%. A local affordable housing need survey undertaken in July 2013 identifies a need of 27 dwellings of which none have been delivered to date. The projected housing delivery identifies the delivery of five affordable houses. When assessed against the requirement for 50% affordable housing in Strategy 34 the total dwellings needed to deliver the affordable housing requirement is 44 dwellings. If the total dwellings needed, projected housing delivery (excluding affordable) and windfalls are combined the percentage settlement increase would be approximately 10.5%.
- 2.71 Devon County Council note that based on projected numbers, the primary school could benefit from/support some local development. The school currently has a net capacity of 120 pupils and the projected NOR for the 2017/18 year is 114. Currently the number of children living within the designated area of the primary school is 80 which is 66.7% of the net capacity.

Broadclyst

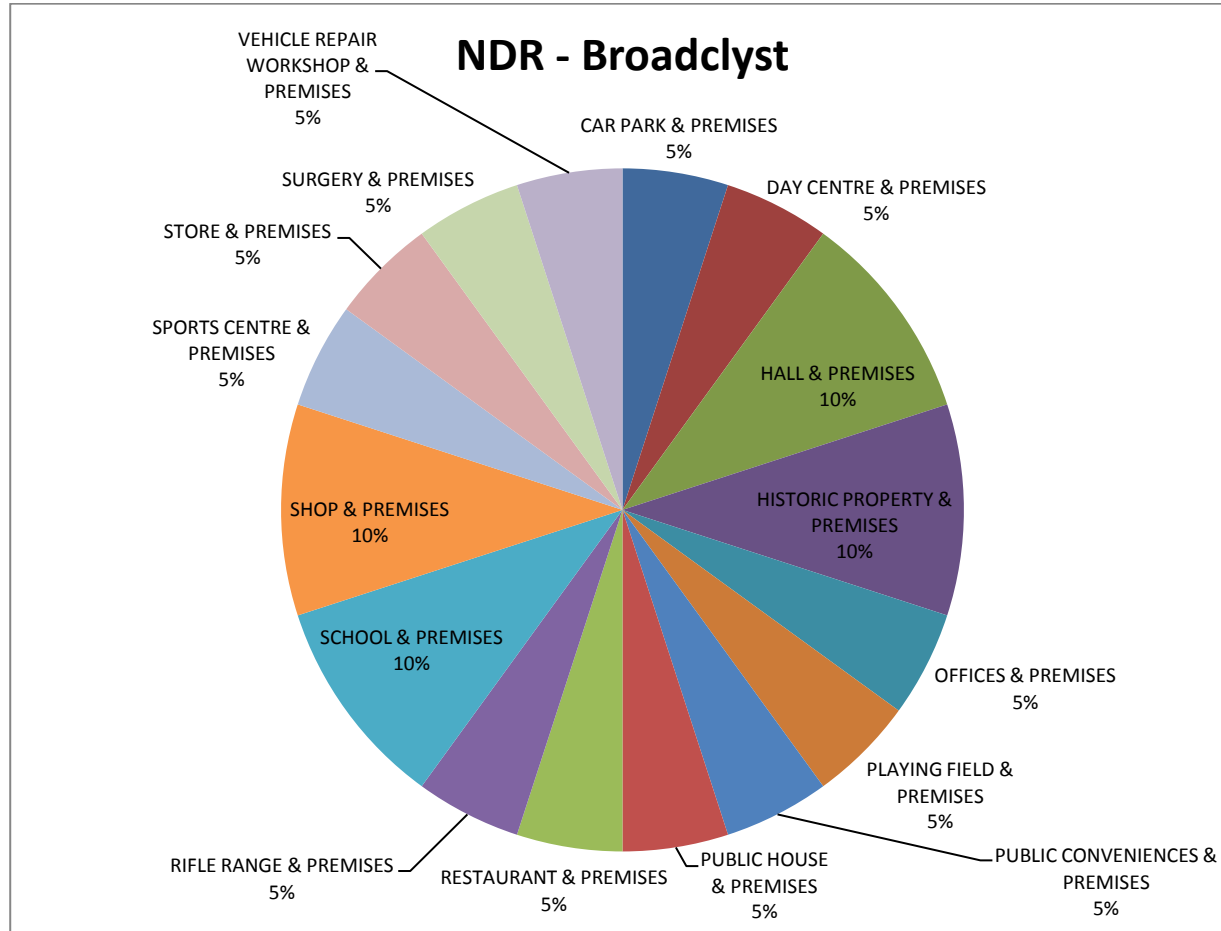
Social

- 2.72 Broadclyst is a settlement with approximately 665 A to H council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 1663. Broadclyst has a number of social facilities including a pub, community hall, place of worship, library and leisure centre. The settlement also benefits from a secondary school. Broadclyst is considered sustainable in transport terms with an hourly bus service into Exeter which runs at times suitable for commuters.

Economic

- 2.73 Broadclyst has 22 NDR units within its boundary and 400m catchment. However it has very few B-Use class units and employment in the settlement would be focused more on serviced based employment. Many of the NDR units are those focused on social infrastructure such as schools, halls and sports facilities which also provide employment. The nearest employment sites to Broadclyst are Science Park approximately 2.5 km to the South West, the Intermodal interchange and Skypark approximately 2 km to the South. There is limited employment in the village so people would have to travel outside the settlement for work. However the settlement is in the western end of the District near to both the new town of Cranbrook and Exeter and is located near to the major employment sites in the West End of the District.

2.74 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



2.75 Appendix I indicates that Broadclyst has a higher average business size and number of businesses per 000 population than East Devon, the South West and Great Britain. This is because it is ward based data and Broadclyst is within a ward than contains some

major employment sites such as Exeter Airport Business Park, Skypark, Science Park and the Intermodal interchange. This conclusion can be drawn by the fact that the NDR data does not reflect any significant business use in the settlement.

- 2.76 Travel to work modes in Broadclyst show a far higher percentage of people that travel to work by car (76%) than the East Devon (67%), South West (68%) and England and Wales (63%) average. The percentage of people travelling to work by foot/ cycle is just over half of the East Devon average and under half of the South West average. The percentage of people travelling by public transport is relatively similar to the East Devon average, but is approximately a third of the average for England and Wales. Broadclyst has a higher percentage of people who homework than the district, regional and national average.

Environment

- 2.77 There are no environmental designations that would have an impact on site allocations in Broadclyst.

Settlement Growth

- 2.78 The projected housing delivery in Broadclyst from 2014 onwards is 3 dwellings, which does not include a windfall allowance. This would increase the settlement by 0.48%. If potential windfalls are included the settlement would increase by 8.52%. A local affordable housing need survey undertaken in March 2011 identifies a need of 31 dwellings of which none have been delivered to date although an off-site contribution for £20,000 has been secured. The projected housing delivery does not identify the delivery of any affordable housing. When assessed against the requirement for 50% affordable housing in Strategy 34 the total dwellings needed to deliver the affordable housing requirement is 62 dwellings. If the total dwellings needed, projected housing delivery (excluding affordable) and windfalls are combined the percentage settlement increase would be approximately 18.5%.
- 2.79 Broadclyst has good social infrastructure and limited environmental constraints, however potential expansion of the settlement north will be restricted by the floodzone. Also the settlement and immediately surrounding area is Grade 1 agricultural land. Devon County Council note that based on projected numbers, the primary school could benefit from some local development. However there have been a limited number of sites promoted through the SHLAA process in Broadclyst. This is in part due the National Trusts large land ownership in the surrounding area. The latest affordable housing assessment identified a need for 31 dwellings in Broadclyst and using Strategy 34 this equates to the delivery of 62 dwellings.
- 2.80 Devon County Council note that based on projected numbers, the primary school could support some local development. The school currently has a net capacity of 378 pupils and the projected NOR for the 2017/18 year is 345. Currently the number of children living within the designated area of the primary school is 223 which is 59% of the net capacity.

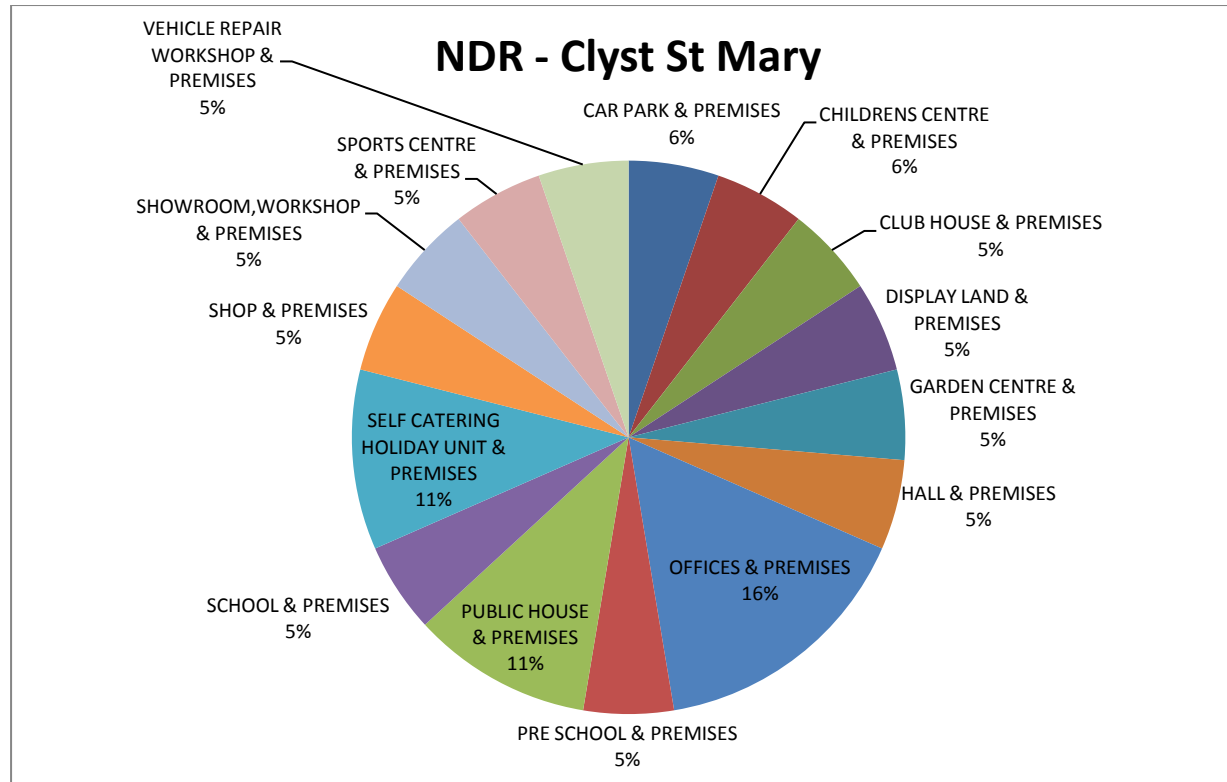
Clyst St Mary

Social

- 2.81 Clyst St Mary is a settlement with approximately 341 A to H council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 784. Clyst St Mary has a number of services and facilities including a pub, community hall, primary school and general convenience store and post office. The settlements also benefits from its proximity to Exeter and a bus route with approximately hourly or greater service.

Economic

- 2.82 Clyst St Mary has 17 NDR units two of which are recorded as empty. There is a concentration of NDR units in the North of the settlement in the village core which has the pub, convenience store and post office and primary school. A number of the NDR's reflect Clyst St Mary's social facilities although the settlement does have a number of units recorded as office and premises and workshops.
- 2.83 The average business size and businesses per 000 population in Clyst St Mary is a lot higher than the district, regional and national average. This is not reflective of the settlement, but the Ward in which it resides. The Clyst Valley Ward is in the West of East Devon District and contains the employment sites of Odhams Wharf, Darts Business Park, Enfield and Hill Barton Business Park and is the reason for these high figures. Enfield, Hill Barton and Greendale are employment sites situated along the A3052 which is a corridor of frequent bus services between Exeter and Sidmouth.
- 2.84 The travel to work modes for Clyst St Mary show that is a higher percentage of people use a car to travel to work than the district, regional and national average, but the percentage travelling by foot/cycle is lower. The settlement has a higher percentage of people who home work than the district, regional and national average and the percentage of people using public transport in Clyst St Mary is similar to the district average but far lower than the national average.
- 2.85 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



Environment

2.86 The only environmental constraint identified for Clyst St Mary is the Green Wedge which adjoins the settlement to the North and West.

Settlement Growth

2.87 The projected housing delivery in Clyst St Mary from 2014 onwards is 97 dwellings, which does not include a windfall allowance. This would increase the settlement by 30.89%. If potential windfalls are included the settlement would increase by 32.48%. A local affordable housing needs survey undertaken in March 2011 identifies a need of 11 dwellings of which none have been delivered to date. The projected housing delivery identifies that 32 affordable dwellings will be delivered and therefore satisfies the latest need requirement.

- 2.88 This assessment has identified limited environmental constraints on the settlement with the Green Wedge being the only notable constraint, however the Floodzone restricts potential expansion of the settlement to the West and South of Winslade Park. Clyst St Mary and its surrounding area is a mix of Grade 1, 3 and 4 agricultural land.
- 2.89 Devon County Council note that due to the popularity of the primary school it is forecast to remain at capacity. The School currently has a net capacity of 175 pupils and the projected NOR for the 2017/18 year is 161. Currently the number of children living within the designated area of the primary school is 97 which is 55% of the net capacity.

Colyton

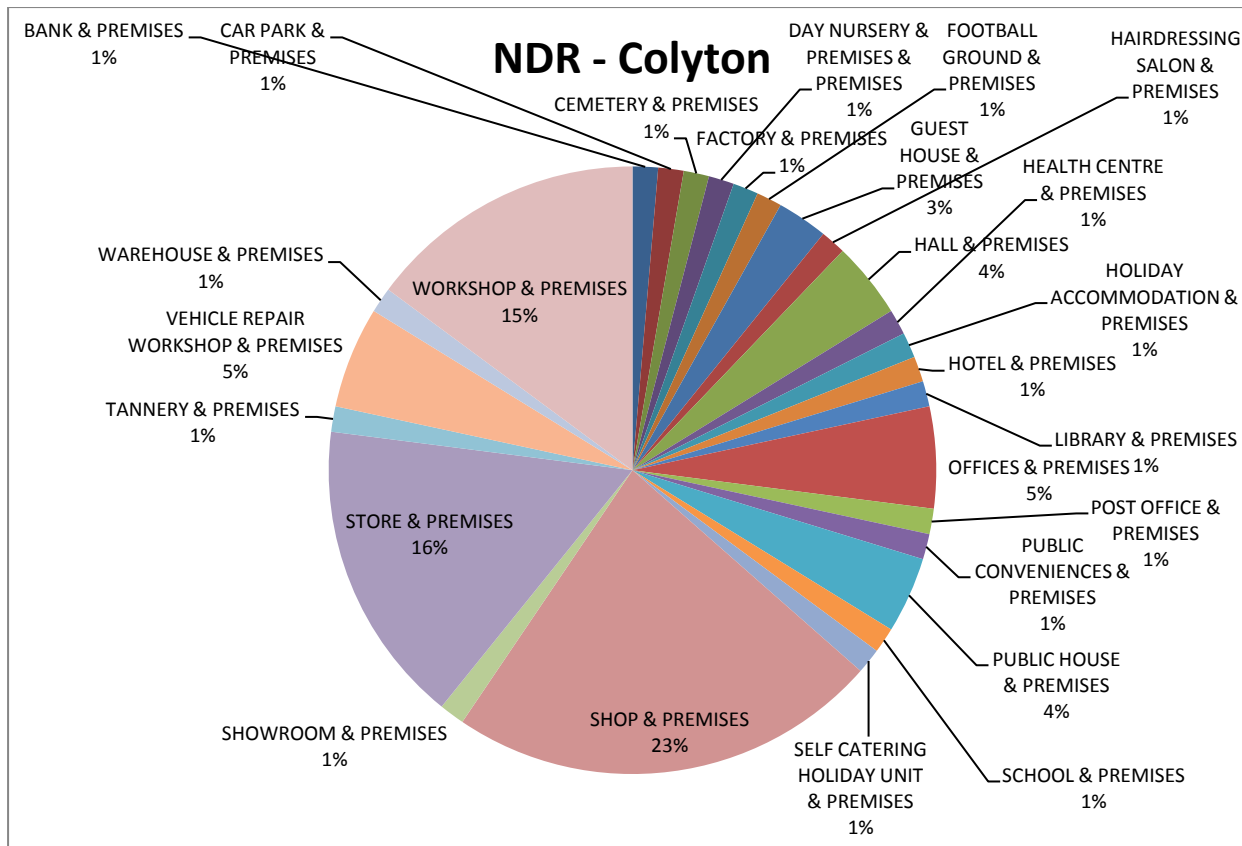
Social

- 2.90 Colyton is a settlement with approximately 1061 A to H council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 2334. Colyton has a number of social facilities as identified in Appendix I which includes a pub, community hall, place of worship and library. This complements the core services and facilities identified in the table which includes a primary school, post office, general convenience store and a doctors surgery. Colyton also benefits from two bus services, one of which is approximately hourly or greater (885).

Economic

- 2.91 Colyton has a large number of NDR units that are concentrated in the North of the settlement particularly around Market Place. Appendix I identifies 71 NDR units of which 6 are recorded as empty. Of these units 23% are shops and premises, 16% are store and premises, 15% are workshops and premises and 5% are offices and premises. The settlement has a higher percentage of employment units than those for social facilities and demonstrates a more economically vibrant settlement. This is in part due to Colyton Business Park located to the North of the settlement.
- 2.92 The average business size in the Coly Valley Ward in which Colyton resides is 4.79 which is below the East Devon (6.2), South West (9.9) and British (10.4) average. The Businesses per 000 population for Colyton is below the district average but above the average for the South West and Great Britain.
- 2.93 Travel to work modes for Colyton show that it has a slightly higher percentage of people travelling by car than the East Devon and South West average and a lower percentage that travel by Foot/ Cycle. The percentage of those who travel to work by public transport is 3.62% which is below the District level of 5.26%, Regional level of 6.32% and National level of 16.4%. Colyton does however have a far higher percentage of people that home work than the District, Regional and National levels.

2.94 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



Environment

- 2.95 The two main environmental constraints that impact on the suitability of Colyton to have site allocations are the East Devon AONB and Green Wedge. The East Devon AONB adjoins the settlement boundary to the North and is in close proximity to the East and West boundary of the settlement. The Green Wedge is located to the South of the settlement and separates Colyton from Colyford.
- 2.96 In response to consultation on the Villages DPD, Natural England noted that even though promoted sites were not in an AONB their proximity to it meant that they should be sensitively located and designed and *'Further landscape and visual impact assessment would be beneficial should the Council wish to consider this allocation further.'* Natural England stated further that *'The village is also closely sited to the River Axe SSSI and SAC and we would require details on the nature and scale of this proposed allocation before we can be satisfied that there is not likely to be an adverse effect on this site as a result of the proposal being carried out. In particular the allocation would need to show no Likely Significant Effects due to water quality issues arising from additional sewage'*.

Settlement Growth

- 2.97 The projected housing delivery in Colyton from 2014 onwards is 33 dwellings, which does not include a windfall allowance. This would increase the settlement by 3.45%. If potential windfalls are included the settlement would increase by 4.18%. A local affordable housing need survey undertaken in December 2012 identifies a need for 18 dwellings of which none have been delivered to date. The projected housing delivery identifies that 18 affordable dwellings will be delivered and therefore satisfies the latest need requirement.
- 2.98 Any potential development in Colyton is restricted by the floodzone to the north and east of the settlement, Green Wedge to the south and AONB to the north and east. Colyton is mainly Grade 3 agricultural land although there are areas to the east of Grade 4 and south west of Grade 2.
- 2.99 Devon County Council notes that the primary school is likely to remain at capacity. The school currently has a net capacity of 150 pupils and the projected NOR for the 2017/18 year is 113. Currently the number of children living within the designated area of the primary school is 172 which is 15% higher than the net capacity of the school.

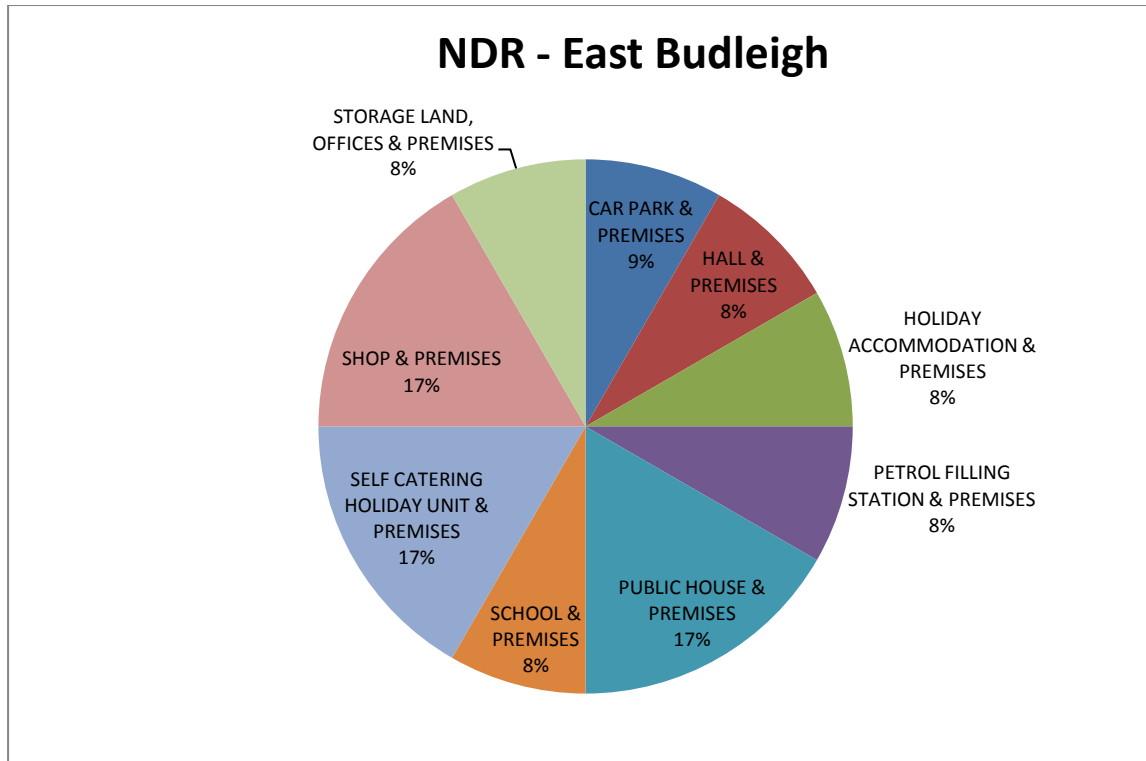
East Budleigh

Social

- 2.100 East Budleigh is a settlement with approximately 369 A to H council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 849. East Budleigh has a number of social facilities as identified in Appendix I. This includes two pubs, community hall and a place of worship. These facilities complement the core services and facilities such as the general convenience store and primary school. East Budleigh is considered to be sustainable in transport terms with an hourly bus service to Exmouth and Sidmouth.

Economic

- 2.101 East Budleigh has 16 NDR units none of which are recorded as empty. Of these NDR units 17% are recorded as shops, public house and self catering holiday units. The only NDR that could be classified as being within the B-Use class is the storage land, offices and premises NDR located to the south of the settlement. East Budleigh does not have an extensive local employment base and the NDR units for the settlement reflect service and social facilities for its resident population. Those living in the settlement would most likely need to travel out of the settlement for employment.
- 2.102 The average business size for East Budleigh is data for the Budleigh Ward which includes the larger settlement of Budleigh Salterton. This has been recorded as 4.4 which is below the district average of 6.2, regional average of 9.9 and national average of 10.4. The businesses per 000 population for East Budleigh is also lower than the district, regional and national average.
- 2.103 Travel to work modes for East Budleigh show that it has a higher car use than the district, regional and national average and a lower percentage of people who travel by foot/cycle. East Budleigh has a higher percentage of people who work from home than the district, regional and national average but a lower percentage that travel by public transport.
- 2.104 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



Environment

2.105 East Budleigh is within the East Devon Area of Outstanding Natural Beauty and its 400m catchment is within the Coastal Preservation Area. The main environmental constraint for East Budleigh is its location in the East Devon Area of Outstanding Natural Beauty and thus any site allocations should be sited sensitively to minimise landscape impact. Natural England responded to the Villages DPD stating that *'any development should be informed by further landscape and visual impact assessment to ensure any harm is mitigated. The village is also within 2km of the East Devon Heaths SPA and the East Devon Heaths SAC and SSSI. The proposed developments would therefore need to meet the requirements of the Habitats Regulations'*.

Settlement Growth

- 2.106 There is no projected housing delivery in East Budleigh from 2014 onwards and therefore would be no increase in the settlement size. If potential windfalls are included the settlement would increase by 0.57%. A local affordable housing need survey undertaken in March 2008 identifies a need for 16 affordable dwellings of which none have been delivered to date. When assessed against the requirement for 50% affordable housing in Strategy 34 the total dwellings needed to deliver the affordable housing requirement is 32 dwellings. If the total dwellings needed, projected housing delivery (excluding affordable) and windfalls are combined the percentage settlement increase would be approximately 9.74%.
- 2.107 In addition to these constraints there is a floodzone running through the settlement as a result of Budleigh Brook that flows from the north west of the settlement down to the south east. East Budleigh and its surrounding areas is predominantly Grade 1 and 3 agricultural with some Grade 2 land to the south.
- 2.108 Devon County Council note that the primary school is popular and is likely to remain at capacity. The school currently has a net capacity of 101 pupils and the projected NOR for the 2017/18 year is 109. Currently the number of children living within the designated area of the primary school is 55 which is approximately 55% of the net capacity.

Feniton

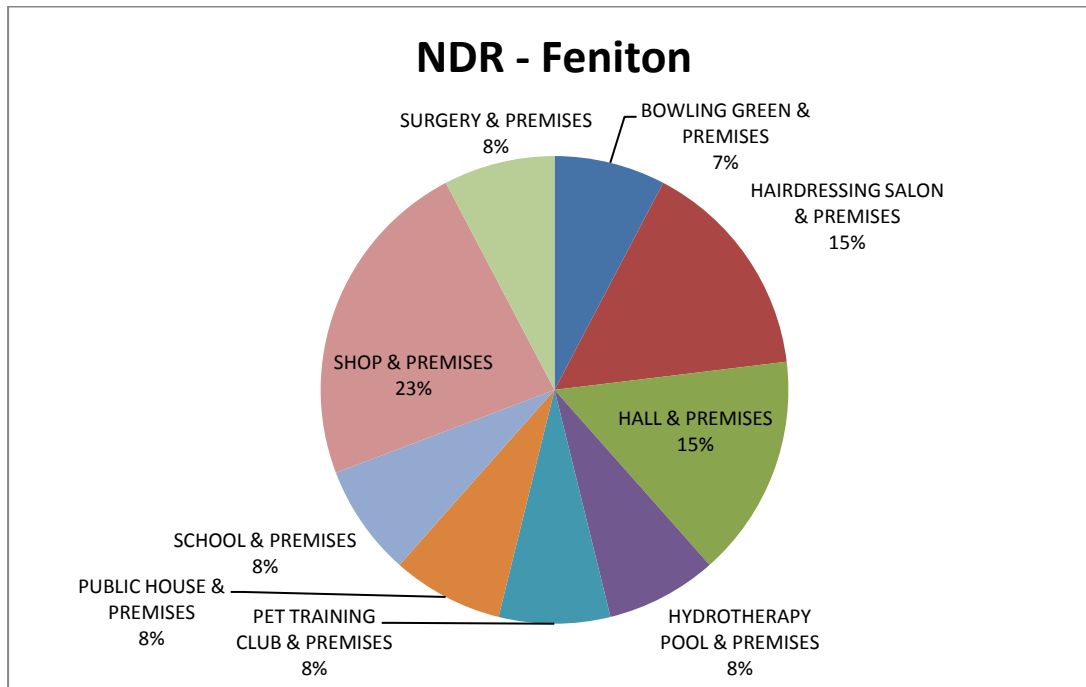
Social

- 2.109 Feniton is a settlement with approximately 759 A to H council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 1822. Feniton has a number of social facilities as identified by Appendix I which includes a pub, community hall and place of worship. These services complement the post office, general convenience store and primary school which are identified as core services and facilities in Appendix I. Feniton is considered to be sustainable in transport terms as a result of its two public transport modes.

Economic

- 2.110 Feniton has 13 NDR units within its Built Up area Boundary and 400m Catchment with one empty unit. Feniton has limited employment opportunities, with no NDR's recorded as being for B Use class employment. The main employment uses are based around the service sector and provide for local service and facility needs. 23% of the NDR's recorded in Appendix I have a description of shops and premises, with 15% recorded as hall and premises and hairdressing salon.

2.111 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



2.112 The average business size recorded for Feniton is 5.67 which are below the district, regional and national average. The number of businesses per 000 population in Feniton is well below the district, regional and national rates with data in Appendix I identified as 13.76 in comparison to 50.6 in East Devon.

2.113 Travel to work modes for Feniton indicates a higher dependence on the car than the district, regional and national average with a lower rate of people travelling by foot/ cycle. The percentage of people homeworking is above the district, regional and national average but is lower than many other settlements currently in Strategy 27. The percentage of people travelling by public transport is similar to the district and regional percentage but well below the national.

Environment

- 2.114 There are no environmental designations that would have an impact on site allocations in Feniton. However the landscape impacts of developments in the recent 'super appeal' were addressed in the inquiry, with the inspector commenting on the fact that development in certain areas of Feniton would fundamentally and harmfully alter the distinctive character of the settlement.

Settlement Growth

- 2.115 The projected housing delivery in Feniton from 2014 onwards is 84 dwellings, which does not include a windfall allowance. This would increase Feniton (new and old) by 11.73%. If potential windfalls are included the settlement would increase by 12.01%. A local affordable housing need survey undertaken in March 2012 identified a need for 15 dwellings of which none have been delivered to date. The projected housing delivery identifies that 24 affordable dwellings will be delivered and therefore satisfies the latest need requirement.
- 2.116 Certain areas of the settlement are susceptible to surface water flooding which has had a significant impact on Feniton in recent years. The main agricultural land classification in New Feniton and its surrounding area is Grade 1 and 2 and around Old Feniton it is Grade 1 and 3.
- 2.117 Devon County Council note the school/area cannot support any further development without provision of additional land. The school currently has a net capacity of 210 pupils and the projected NOR for the 2017/18 year is 195. Currently the number of children living within the designated area of the primary school is 223 which is 6% higher than the net capacity of the school.

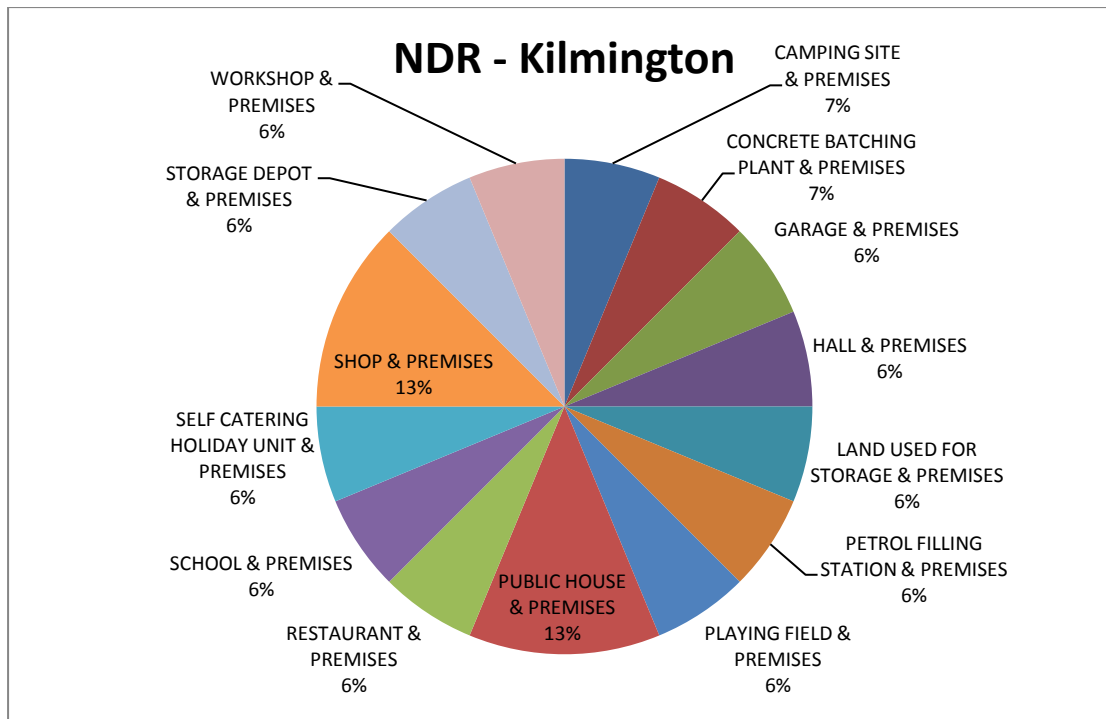
Kilminster

Social

- 2.118 Kilminster is a settlement with approximately 360 A to H council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 792. Kilminster has a number of social facilities as identified by Appendix I which includes a pub, community hall and place of worship. These services complement the post office, general convenience store and primary school which are identified as core services and facilities. It is considered to be sustainable in transport terms due to it being on the Number 4 bus route which links Axminster to Exeter via towns such as Cranbrook, Ottery St Mary and Honiton. Kilminster has limited employment opportunities but the regular bus service from the settlement enables access to employment centres.

Economic

- 2.119 Kilmington has 16 NDR units within its Built Up Area Boundary and 400m catchment of which none are recorded as empty units. Kilmington has limited employment opportunities although there is a mix between service based employment and B-Use employment. The highest percentage of NDR's is in the 'shops and premises' and 'public house and premises' sectors at 13%. The nearest employment sites to Kilmington are located to the east of the settlement in Axminster. These are the Former Sawmills on Woodmead Road, Axminster Carpets, Millwey Rise Industrial Estate and Axminster Town Centre.
- 2.120 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



- 2.121 The average business size for Kilminster is 3.7 which is below the district, regional and national average. Kilminster has more businesses per 000 population at 54.2 than the district (50.6), regional (44.2) and national (42.9) average.
- 2.122 Travel to work modes for Kilminster indicate higher dependence on car travel than the district, regional and national average but a lower percentage of people travelling by foot/ cycle. The percentage of people using public transport to travel to work in the Newbridges Ward is below the district, regional and national average at 2.98 in comparison to the district percentage of 5.26. Similar too many other rural settlements in East Devon the percentage of people homewoking are well above the district average of 9.75% at 15.91%.

Environment

- 2.123 Kilminster is nearly entirely within the East Devon Area of Outstanding Natural Beauty and adjoins the Blackdown Hills Area of Outstanding Natural Beauty.

Settlement Growth

- 2.124 The projected housing delivery in Kilminster from 2014 onwards is 8 dwellings, which does not include a windfall allowance. This would increase Kilminster by 2.56%. If potential windfalls are included the settlement would increase by 2.56%. A local affordable housing need survey undertaken in January 2014 identified a need for 13 dwellings of which none have been delivered to date. The projected housing delivery identifies that no affordable dwellings will be delivered. When assessed against the requirement for 50% affordable housing in Strategy 34 the total dwellings needed to deliver the affordable housing requirement is 26 dwellings. If the total dwellings needed, projected housing delivery (excluding affordable) and windfalls are combined the percentage settlement increase would be approximately 10.9%.
- 2.125 The settlement is nearly entirely within an AONB and so any allocations should consider this in development. The eastern edge of Kilminster is not within the AONB but any potential development should consider the impacts on the AONB. The settlement and immediately surrounding area is Grade 3 agricultural land and there is a floodzone running east-west through the south of the settlement.
- 2.126 Devon County Council note that based on projected numbers, the primary school could benefit from/ support some local development. The school currently has a net capacity of 84 pupils and the projected NOR for the 2017/18 year is 50. Currently the number of children living within the designated area of the primary school is 76 which is approximately 91% of the net capacity.

Lympstone

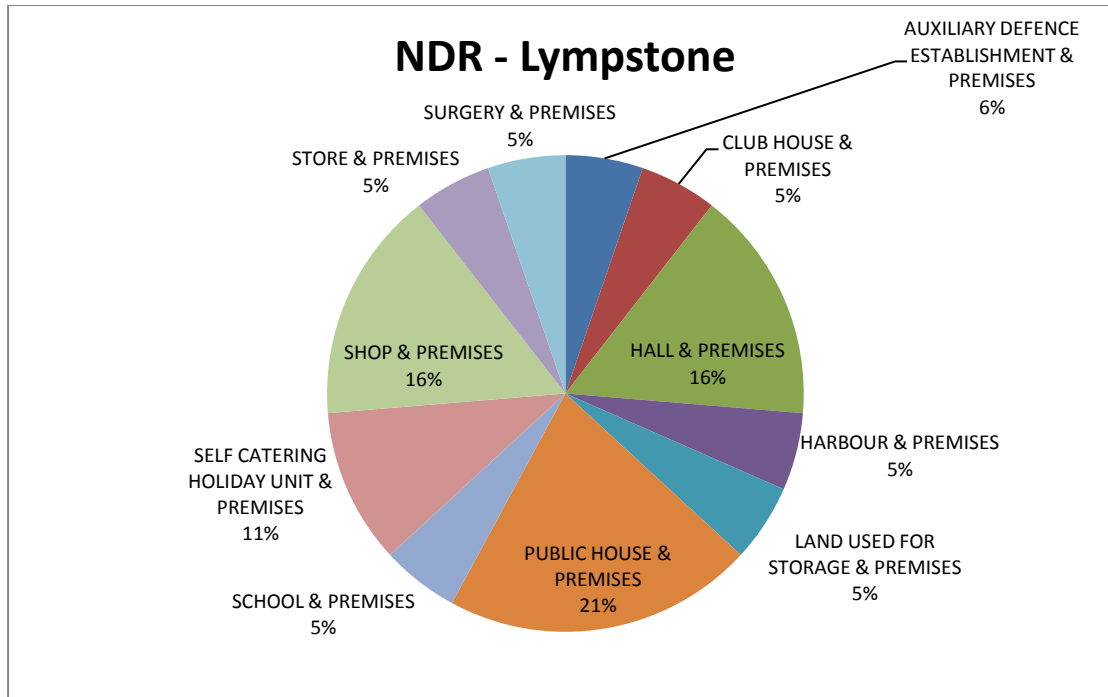
Social

2.127 Lympstone is a settlement with approximately 876 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 2015. Lympstone has a number of social facilities as identified by Appendix I which includes a number of pubs, community hall and place of worship. These services complement the post office, general convenience store, doctors surgery and primary school which are identified as core services and facilities. Lympstone also benefits from having a train station with services between Exmouth and Exeter. Due to the multiple modes and frequency of public transport in the settlement, Lympstone is considered to be sustainable in transport terms.

Economic

2.128 Lympstone has 25 NDR units within its Built Up Area Boundary and 400m catchment of which none are recorded as empty units. There are limited NDR units for B-Use classes with most relating to social infrastructure and the service based economy. The largest percentage of NDR's was for 'public house and premises' at 21%, followed by 'hall and premises' and 'shop and premises' at 16%. The nearest employment sites to Lympstone are located in Exmouth and are the town centre and Pound Lane Industrial Estate.

2.129 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



2.130 The average business size for the Lympstone is 5.67 which are below the district, regional and national average as is the number of businesses per 000 Population.

2.131 Travel to work modes for Lympstone indicates a lower percentage of people travelling by car (53.1%) than the district (67.3%), regional (67.5%) and national (62.7%) averages. Lympstone also has a higher percentage of people who travel by foot/ cycle than the district, regional and national average. The percentage of people travelling to work by public transport in Lympstone is above the district and regional average but below the national. Lympstone also has a higher percentage of people that work from home than the district, regional and national average.

Environment

2.132 Lympstone has a number of environmental constraints that would impact on site allocations in Lympstone. The first constraint is the Coastal Preservation Area (CPA) which through the Local Plan process is proposed to be extended around Lympstone and will restrict

the site allocation potential of the settlement. A further constraint on the settlement is the Green Wedge to the north and south of the settlement. The Green Wedge to the south of Lympstone which separates the settlement from Exmouth was a reason for refusal of application 11/1293/MOUT for 154 dwellings. This application was dismissed on appeal (APP/U1105/A/11/2161479) in February 2012 with the Inspector commenting in Paragraph 18 'it is clear to me that the site is part of a cherished and valued landscape not least for its role in maintaining the distinct and separate identity of Lympstone' he adds in Paragraph 21 'The development would seriously erode the unspoilt open qualities of the site and would markedly erode the integrity of the Green Wedge that separates Exmouth from Lympstone'. A further significant constraint to site allocations in the New East Devon Local Plan is the settlements proximity to the Exe Estuary and its designation as a Special Protection Area (SPA), Site of Special Scientific Interest (SSSI) and a Ramsar. Any allocation would need to be considered in the context of Habitat Regulations and mitigation measures.

Settlement Growth

- 2.133 The projected housing delivery in Lympstone from 2014 onwards is 34 dwellings, which does not include a windfall allowance. This would increase Lympstone by 4.19%. If potential windfalls are included the settlement would increase by 6.03%. A local affordable housing need survey undertaken in August 2011 identified a need for 11 dwellings of which none have been delivered to date. The projected housing delivery identifies that 10 affordable dwellings will be delivered. When assessed against the requirement for 50% affordable housing in Strategy 34 the total dwellings needed to deliver the affordable housing requirement is 2 dwellings. If the total dwellings needed, projected housing delivery (excluding affordable) and windfalls are combined the percentage settlement increase would be approximately 8.01%.
- 2.134 In addition to designations affecting Habitat Regulations, Lympstone also has Green Wedge and Coastal Preservation Area designations which have an impact on the potential expansion of the settlement. Lympstone is predominantly Grade 3 agricultural land but has some Grade 1 agricultural land to its north and south.
- 2.135 Devon County Council note that the primary school has very limited capacity to support development. The school currently has a net capacity of 207 pupils and the projected NOR for the 2017/18 year is 184. Currently the number of children living within the designated area of the primary school is 178 which is approximately 86% of the net capacity.

Musbury

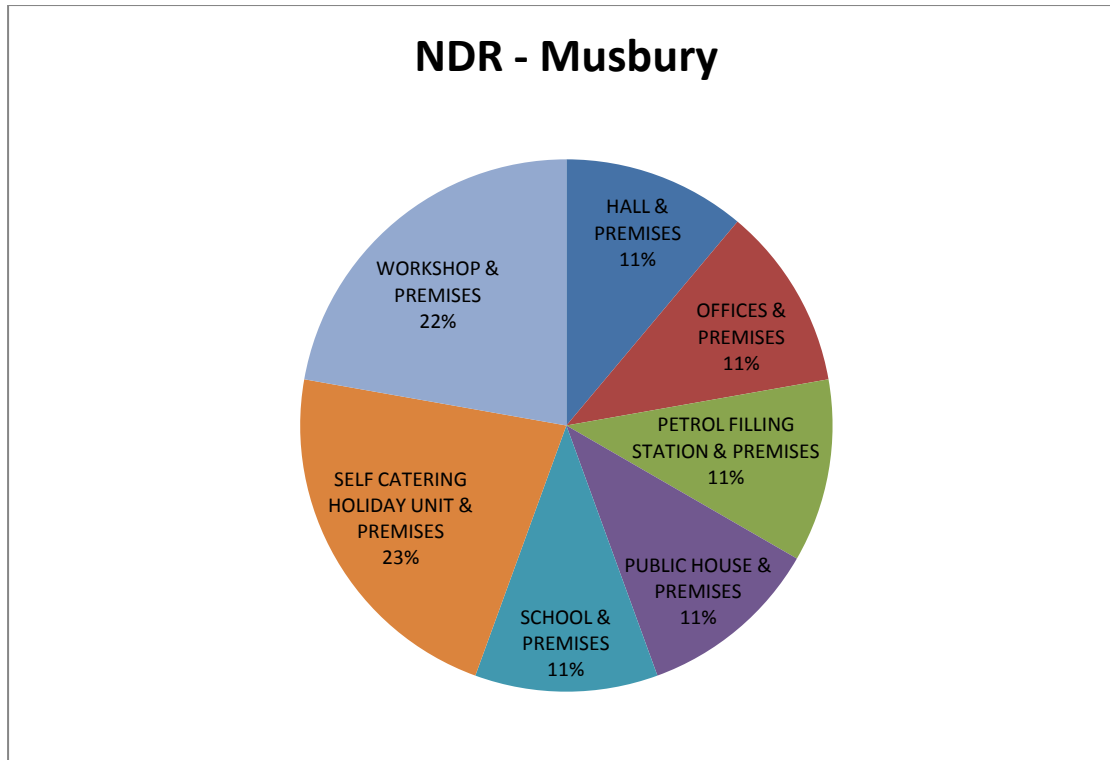
Social

- 2.136 Musbury is a settlement with approximately 229 A to H council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 504. Musbury has a number of social facilities as identified by Appendix I which include a pub, community hall and place of worship. These services complement the post office and general convenience store, and

primary school which are identified as core services and facilities. Musbury has a bus service between Axminster and Seaton that is recorded as 'approximately hourly or greater service' and is considered to be sustainable in transport terms.

Economic

- 2.137 Musbury has nine NDR units within its Built Up Area Boundary and 400m catchment of which none are recorded as empty units. The largest percentage of NDR units is described in Appendix I as 'self catering holiday units and premises' at 23% followed by 'workshop and premises' at 22%. These percentages need to be seen in the context of their being only nine NDR units which illustrate the settlements limited local employment, although a proportion of these are for B-Uses. The nearest employment sites to Musbury are located to the north east of the settlement in Axminster, to the west in Colyton and south west in Seaton.
- 2.138 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



2.139 The average business size for Musbury is 3.7 which is below the district, regional and national average. Musbury has more businesses per 000 population at 54.2 than the district (50.6), regional (44.2) and national (42.9) average.

2.140 Travel to work modes for Musbury indicate higher dependence on car travel than the district, regional and national average but a lower percentage of people travelling by foot/ cycle. The percentage of people using public transport to travel to work in the Newbridges Ward is below the district, regional and national average at 2.98 in comparison to the district percentage of 5.26. Similar too many other rural settlements in East Devon the percentage of people homewoking are well above the district average of 9.75% at 15.91%.

Environment

- 2.141 The environmental constraint for Musbury is the East Devon Area of Outstanding Natural Beauty. The settlement is entirely within the designation and is approximately 1000m from the River Axe Special Area of Conservation. Natural England noted in their response to the Village DPD that any development at the settlement which is within 1 kilometre of the River Axe SAC and SSSI would need to meet the requirements of the Habitat Regulations.

Settlement Growth

- 2.142 The projected housing delivery in Musbury from 2014 onwards is one dwelling, which does not include a windfall allowance. This would increase Musbury by 0.59%. No windfalls are identified to be delivered and so the settlement would not increase any further. A local affordable housing need survey undertaken in February 2014 identified a need for 9 dwellings of which none have been delivered to date. The projected housing delivery identifies that no affordable dwellings will be delivered. When assessed against the requirement for 50% affordable housing in Strategy 34 the total dwellings needed to deliver the affordable housing requirement is 18 dwellings. If the total dwellings needed, projected housing delivery (excluding affordable) and windfalls are combined the percentage settlement increase would be approximately 11.2%.
- 2.143 Devon County Council note that based on projected numbers, the primary school could benefit from/support some local development. The School currently has a net capacity of 82 pupils and the projected NOR for the 2017/18 year is 19. Currently the number of children living within the designated area of the primary school is 23 which is approximately 28% of the net capacity.

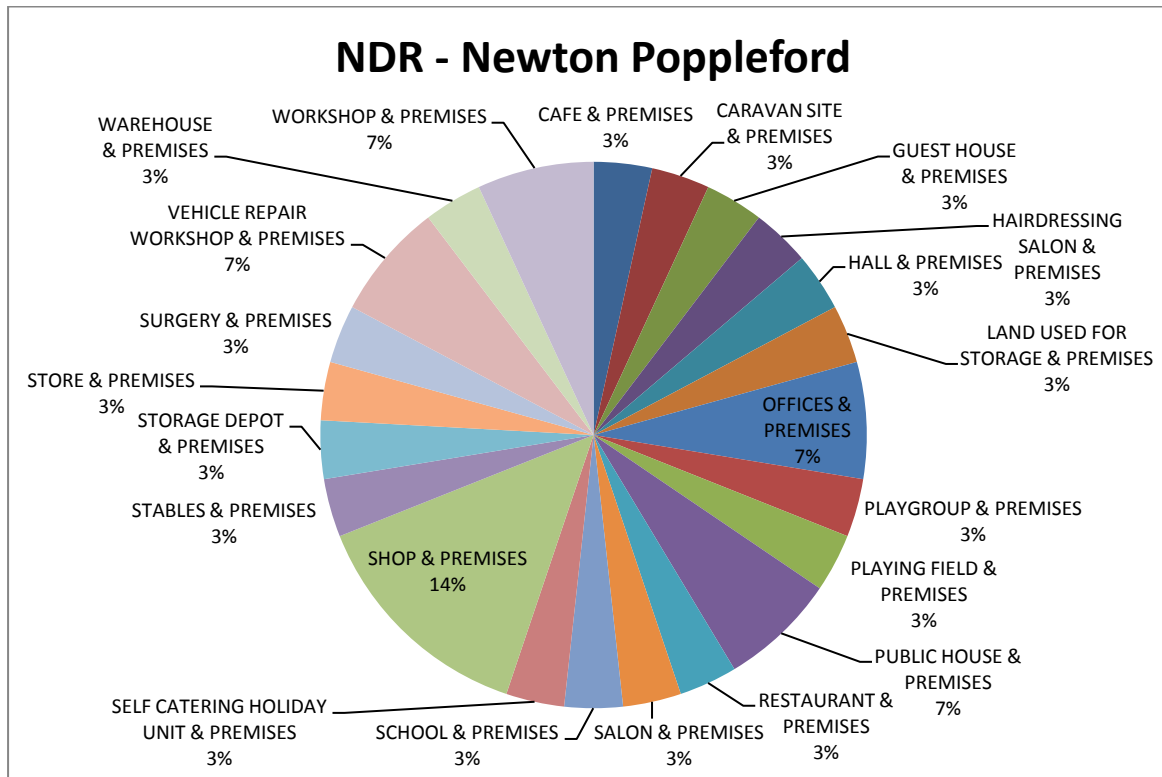
Newton Poppleford

Social

- 2.144 Newton Poppleford is a settlement with approximately 862 A to H council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 1983. Newton Poppleford has a number of social facilities as identified by Appendix I which include a pub, community hall and place of worship. These services complement the post office and general convenience store, primary school and doctors surgery which are identified as core services and facilities. The settlement is considered to be sustainable in transport terms and has a number of bus services that go to urban centres such as Exmouth, Exeter, Sidmouth and Honiton. The settlement has some provision of local employment but the settlement benefits from its public transport links to employment opportunities in urban areas.

Employment

- 2.145 Newton Poppleford has 31 NDR units within its Built Up Area Boundary and 400m catchment of which three are empty. The largest percentage of NDR units is described in Appendix I as ‘shops and premises’ at 14% and ‘offices and premises’ at 7%. Newton Poppleford has range of NDR units which includes a number of B-Use class units. The nearest employment sites to Newton Poppleford are located in Colaton Raleigh, Sidmouth and Aylesbeare Common.
- 2.146 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



- 2.147 The average business size in the Newton Poppleford and Harpford Ward is 2.81 which is well below the district (6.2), regional (9.9) and national (10.4) average. The businesses per 000 population is also well below the district, regional and national average.
- 2.148 Travel to work modes for Newton Poppleford indicate a higher dependency on car travel than the district, regional and national but a lower percentage who travel by foot/ cycle. Newton Poppleford has a lower percentage of people who travel to work by public transport than the national average but it is higher than the district average. The percentage of people who work from home in Newton Poppleford is higher than the district, regional and national averages.

Environment

- 2.149 Newton Poppleford has a number of environmental constraints that would impact on site allocations. The settlement is entirely within the East Devon Area of Outstanding Natural Beauty and the settlements 400m catchment includes an area of the Pebblebed Heaths which is designated as a Special Area of Conservations, Special Protection Area and a Site of Special Scientific Interest. The South-east Devon European Site Mitigation Strategy identifies a 400m exclusion zone around the Pebblebed Heaths and any potential allocation for the settlement should be seen within the context of Habitat Regulations and this zone. In their response to the Villages DPD Natural England noted that the design of proposed housing should be compatible with the special qualities of the AONB and they are concerned with the proximity of potential development sites to East Devon Pebblebed Heaths SSSI/SAC and the East Devon Heaths SPA. They advise that development that impact on these designations will need to meet the requirements of the Habitat Regulations.

Settlement Growth

- 2.150 The projected housing delivery in Newton Poppleford from 2014 onwards is 53 dwellings, which does not include a windfall allowance. This would increase Newton Poppleford by 6.68%. If potential windfalls are included the settlement would increase by 7.30%. A local affordable housing need survey undertaken in May 2011 identified a need for 21 dwellings of which none have been delivered to date. The projected housing delivery identifies that 34 affordable dwellings will be delivered which satisfies the latest affordable housing need for the settlement. A number of potential development sites have been promoted through the SHLAA process and these are concentrated to the North and South of the settlement. Based on projected development, Devon County Council suggest that the primary school could benefit from some local development. The school currently has a net capacity of 210 pupils and the projected NOR for the 2017/18 year is 128. Currently the number of children living within the designated area of the primary school is 147 which is approximately 70% of the net capacity.
- 2.151 The settlement has floodzone constraints to the east as a result of the River Otter and also a floodzone area that runs east-west through the settlement. This will have an impact on the future locations of any potential development. In respect of agricultural land classifications Newton Poppleford is a mix of Grade1, 2 and 3 agricultural.

Sidbury

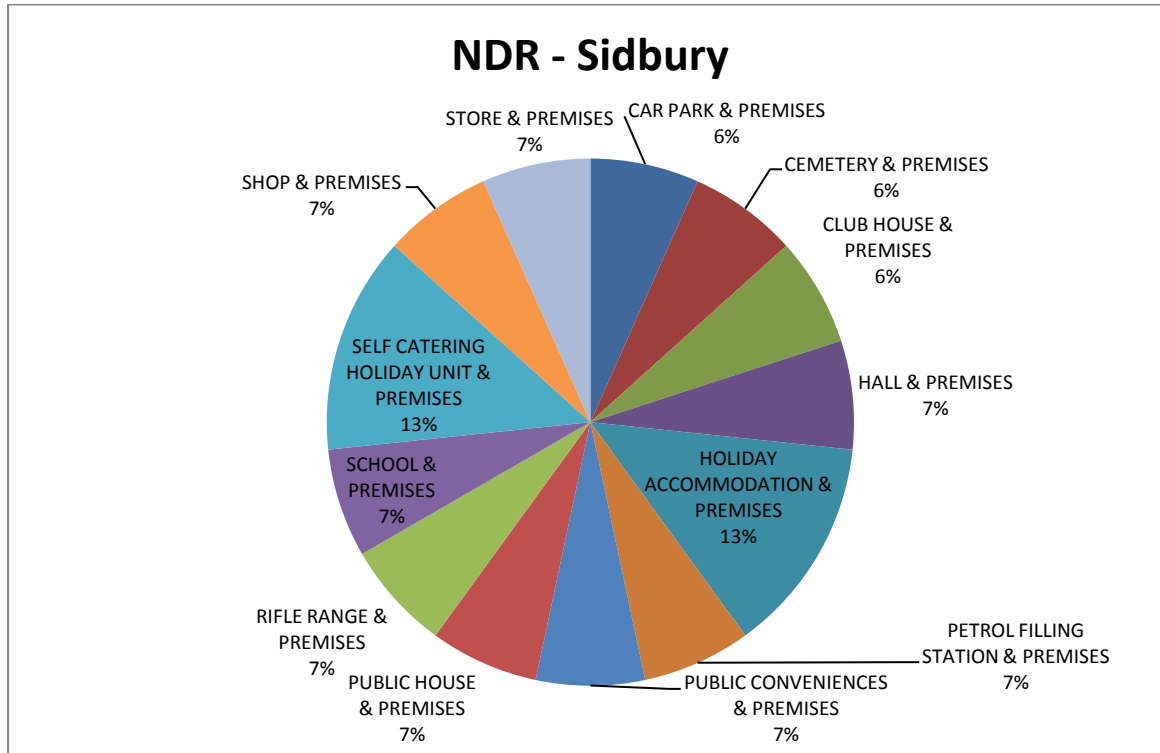
Social

- 2.152 Sidbury is a settlement with approximately 358 A to H council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 788. Sidbury has a number of social facilities as identified by Appendix I which include a pub, community hall and place of worship. These services complement the post office (in village hall), general convenience store and primary school which are identified as core services and facilities. Sidbury has a bus service between Sidmouth and Honiton which is recorded as being a bus route with approximately hourly or greater service and therefore is considered to be sustainable in transport terms.

Employment

- 2.153 Sidbury has 31 NDR units within its Built Up Area Boundary and 400m catchment of which three are empty. The largest percentage of NDR units is described in Appendix I as 'self catering holiday units and premises' and 'holiday accommodation and premises' at 13%. Sidbury has limited employment opportunities and has no NDR units for B-Use employment. The nearest employment sites to Sidbury are those located to the south of the settlement in Sidmouth. This includes the proposed employment site for B-Use development in Sidford.

2.154 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



2.155 The average business size in Sidbury is recorded in Appendix I as 6.35 which is above the district (6.2) average but below the regional (9.9) and national (10.4) average. The businesses per 000 population in Sidbury is lower than the district average but higher than the regional and national average.

2.156 Travel to work modes for Sidbury indicates a lower dependency on travel by car than the district and regional percentage but a higher dependency than the national average. Sidbury has a lower percentage of people who travel to work by foot/ cycle than the district,

regional and national average but a far higher percentage of people that work from home. The percentage of people who travel by public transport is lower in Sidbury than the district, regional and national average.

- 2.157 Sidbury has limited local employment so would rely on people travelling out of the settlement for employment. The proposed employment site at Sidford would be the most closely related site to the settlement and the urban areas of Sidmouth, Ottery St Mary and Honiton also provide employment opportunities.

Environment

- 2.158 The only environmental constraint recorded for Sidbury in Appendix I is the East Devon Area of Outstanding Natural Beauty. In Natural England's comments on the Villages DPD they noted that the specific site chosen could not be developed without harm to the AONB, despite the limited housing proposed. In addition they considered that the proposed allocation is neither exceptional and in the national interest given the additional housing proposed at other larger settlements nearby.

Settlement Growth

- 2.159 The projected housing delivery in Sidbury from 2014 onwards is one dwelling, which does not include a windfall allowance. This would increase Sidbury by 0.34%. If potential windfalls are included the settlement would increase by 1.02%. A local affordable housing needs survey has not been undertaken for the settlement, so when assessed against the requirement for 50% affordable housing in Strategy 34 the total dwellings needed cannot be quantified.
- 2.160 Sidbury is Grade 3 agricultural land and has a floodzone along its eastern boundary due to the River Sid. The main environmental constraint on Sidbury is its location within an Area of Outstanding Natural Beauty.
- 2.161 Devon County Council note that the primary school is forecast to be at capacity and is popular so cannot support further development. The School currently has a net capacity of 105 pupils and the projected NOR for the 2017/18 year is 113. Currently the number of children living within the designated area of the primary school is 98 which is approximately 93% of the net capacity.

Uplyme

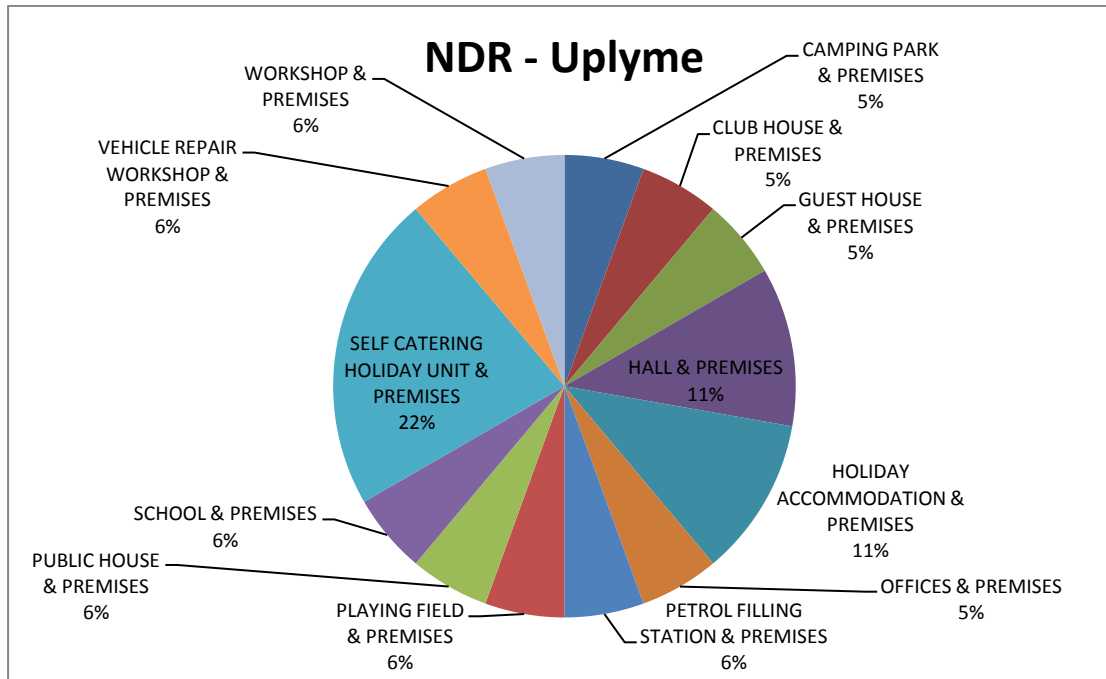
Social

- 2.162 Uplyme is a settlement with approximately 501 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 1152. Uplyme has a number of social facilities as identified by Appendix I which include a pub, community hall and place of worship. These services complement the post office and general convenience store and

primary school which are identified as core services and facilities. Uplyme is in close proximity to Lyme Regis and benefits from the 31 bus service which links Uplyme to Axminster and Lyme Regis in addition to settlements further to the East including Dorchester and Weymouth.

Employment

- 2.163 Uplyme has 19 NDR units within its Built Up Area Boundary and 400m catchment area of which none are empty. The largest percentage of NDR units is described in Appendix I as ‘self catering holiday unit and premises’ at 22%, ‘hall and premises’ and ‘holiday accommodation and premises’ at 11%. Many of the NDR units reflect the tourist economy and social infrastructure of Uplyme however there are some units that reflect B-Uses. The nearest employment sites to Uplyme are in Lyme Regis and Axminster.
- 2.164 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



- 2.165 The average business size in Uplyme is recorded in Appendix I as 3.3 which is below the district (6.2) regional (9.9) and national (10.4) average. The businesses per 000 population in Uplyme are lower than the district average but higher than the regional and national average.
- 2.166 Travel to work modes for Uplyme indicates a higher dependency on travel by car than the district, regional and national average and a lower dependency on travel by foot/ cycle. Uplyme has a lower percentage of people who travel by public transport to work than the district, regional and national but a higher percentage who work from home.

Environment

- 2.167 The only environmental constraint recorded for Uplyme in Appendix I is the East Devon Area of Outstanding Natural Beauty. Uplyme is entirely within the East Devon Area of Outstanding Natural Beauty and no proposed allocation sites were identified in the Villages DPD due in part to landscape impact and being visually extremely prominent. Natural England supported the decision not to allocate any sites at Uplyme due its location within the East Devon AONB.

Settlement Growth

- 2.168 The projected housing delivery in Uplyme from 2014 onwards is 8 dwellings, which does not include a windfall allowance. This would increase Uplyme by 1.97%. If potential windfalls are included the settlement would increase by 7.37%. A local affordable housing need survey undertaken in October 2009 identified a need for 12 dwellings of which 8 have been delivered to date. The projected housing delivery identifies that no affordable dwellings will be delivered. When assessed against the requirement for 50% affordable housing in Strategy 34 the total dwellings needed to deliver the affordable housing requirement is 8 dwellings. If the total dwellings needed, projected housing delivery (excluding affordable) and windfalls are combined the percentage settlement increase would be approximately 9.3%.
- 2.169 Uplyme is Grade 3 and 4 agricultural land and have some floodzone areas around its periphery. The main environmental constraint on the settlement is its location within the East Devon Area of Outstanding Natural Beauty.
- 2.170 Devon County Council note that the primary school is popular and is likely to be full due to cross border migration and cannot it expand without a new site/build. The school currently has a net capacity of 168 pupils and the projected NOR for the 2017/18 year is 121. Currently the number of children living within the designated area of the primary school is 172 which is approximately 2% higher than the net capacity.

West Hill

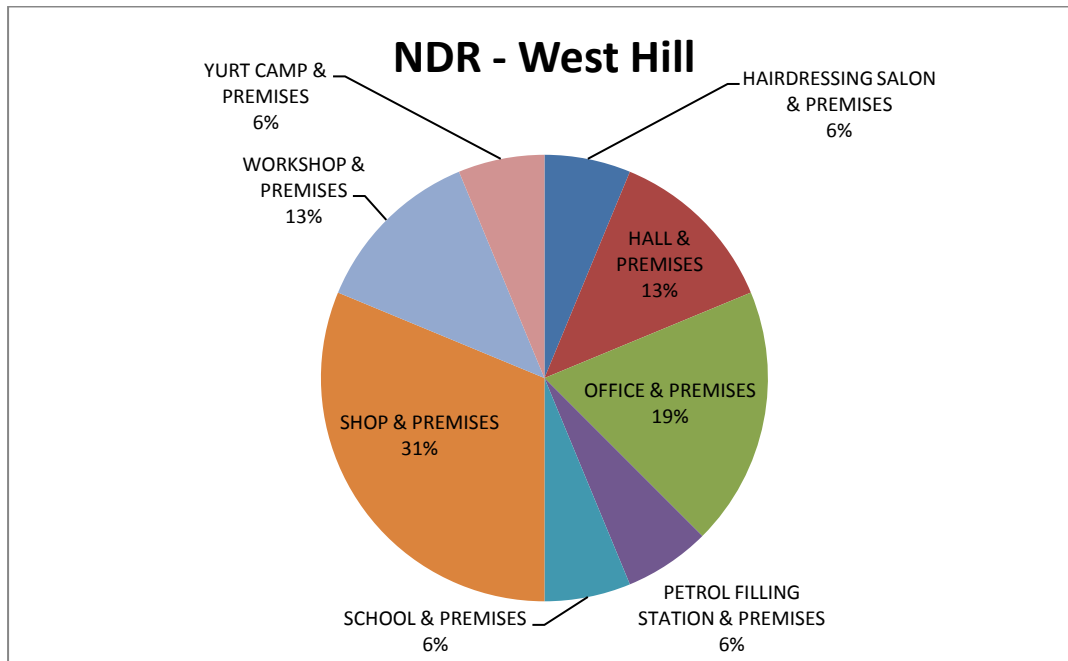
Social

- 2.171 West Hill is a settlement with approximately 808 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 1939. West Hill has a number of social facilities as identified by Appendix I which include a community hall and place of worship. These services complement the post office, general convenience store and primary school which are identified as core services and facilities.
- 2.172 West Hill is large settlement in relation to its geographic area and many of its core services and facilities and social facilities are located in the northern half of the settlement. A large area of the southern half of the settlement is not within 400m of these facilities as indicated by Appendix C. West Hill has limited employment opportunities however it is in close proximity to Ottery St Mary and is on the Number 4 bus service which operates between Exeter and Axminster and goes via Cranbrook, Ottery St Mary and Honiton.

Employment

- 2.173 West Hill has 10 NDR units within its Built Up Area Boundary and 400m catchment area of which six are empty. The largest percentage of NDR units is described in Appendix I as 'shops and premises' at 31%, 'office and premises' at 19% and 'halls and premises' at 13%. It should be noted that all of the units described as 'office and premises' are recorded as empty and one of the four units described as 'shops and premise is recorded as empty. The nearest employment sites to West Hill are in Ottery St Mary and Aylesbeare Common.

2.174 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



2.175 The average business size in West Hill is 5.6 which is below the district (6.2) regional (9.9) and national (10.4) average. The businesses per 000 population in West Hill are lower than the district average but higher than the regional and national average.

2.176 Travel to work modes for West Hill indicate a higher dependency on travel by car than the district, regional and national average but a lower percentage of people that travel by foot/ cycle. The settlement also has a lower percentage of people who travel to work by public transport than the district, regional and national average but a higher percentage that work from home.

Environment

- 2.177 There are no environmental designations that would have an impact on site allocations in West Hill, although the East Devon Area of Outstanding Natural Beauty and Pebblebed Heaths are in close proximity to the edge of the 400m catchment area. Natural England in their response to the Villages DPD note that developments would therefore need to meet the requirements of the Habitat Regulations.

Settlement Growth

- 2.178 The projected housing delivery in West Hill from 2014 onwards is 55 dwellings, which does not include a windfall allowance. This would increase West Hill by 7.57%. If potential windfalls are included the settlement would increase by 9.22%. A local affordable housing needs survey undertaken in July 2011 identified a need for 9 dwellings of which none have been delivered to date. The projected housing delivery identifies that 16 affordable dwellings will be delivered which satisfies the latest affordable housing need for the settlement.
- 2.179 Devon County Council note that Ottery cannot support any further development over and above what is already approved. The primary school in West Hill currently has a net capacity of 206 pupils and the projected NOR for the 2017/18 year is 145. Currently the number of children living within the designated area of the primary school is 204 which is approximately 99% of the net capacity.

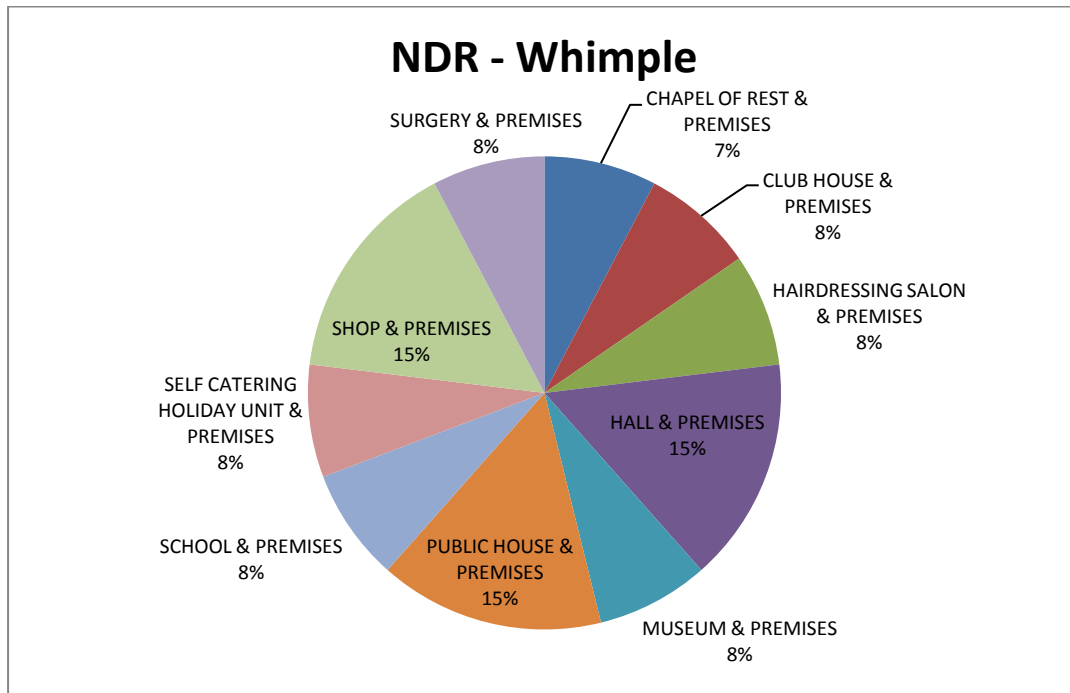
Whimble

Social

- 2.180 Whimble is a settlement with approximately 529 A to H council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 1323. Whimble has a number of social facilities which include a pub, community hall and place of worship. These services complement the post office, general convenience store and primary school which are identified as core services and facilities. Whimble has two bus services, one of which is the Number 4 service which runs between Axminster and Exeter and is recorded as a 'bus route with approximately hourly or greater service. The settlement also benefits from having a train station. There are limited employment opportunities in the settlement but it is in close proximity to East Devon's West End and has public transport to employment centres such as Honiton, Axminster and Exeter.

Employment

- 2.181 Whimble has 13 NDR units within its Built Up Area Boundary and 400m catchment area of which none are recorded as empty. The largest percentage of NDR units are described in Appendix I as ‘shops and premises’, ‘public house and premises’ and ‘hall and premises’ at 15%. There are no NDR units that reflect B-Use employment and the nearest employment sites are located in Ottery St Mary, Talewater and the West End in the form of Exeter Airport Business Park and Skypark.
- 2.182 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



- 2.183 The average business size in Whimble is recorded in Appendix I as 3.37 which is below the district (6.2) regional (9.9) and national (10.4) average. The businesses per 000 population in Whimble are lower than the district, regional and national average.
- 2.184 Travel to work modes for Whimble indicate a higher dependency on travel by car than the district, regional and national average but a lower percentage of people that travel by foot/ cycle. The settlement has a higher percentage of people who work from home than the district, regional and national average. Whimble has a higher percentage of people who travel to work by public transport than the district and regional percentage but lower than the national percentage.

Environment

- 2.185 The only environmental constraint identified for Whimble is the Green Wedge which adjoins the settlements western boundary.

Settlement Growth

- 2.186 The projected housing delivery in Whimble from 2014 onwards is 9 dwellings, which does not include a windfall allowance. This would increase Whimble by 2.07%. If potential windfalls are included the settlement would increase by 8.97%. A local affordable housing needs survey undertaken in October 2008 identified a need for 31 dwellings of which 7 have been delivered to date. The projected housing delivery identifies that 4 affordable dwellings will be delivered. When assessed against the requirement for 50% affordable housing in Strategy 34 the total dwellings needed to deliver the affordable housing requirement is 40 dwellings. If the total dwellings needed, projected housing delivery (excluding affordable) and windfalls are combined the percentage settlement increase would be approximately 17.2%.
- 2.187 Whimble and its surrounding area is mainly Grade 3 agricultural land with some Grade 4 to the west. There are floodzone areas along the northern boundary of the settlement and through the settlement to the south east. The only environmental constraint identified for Whimble is the Green Wedge to its west which will separate the settlement from the new town of Cranbrook. The local primary school has a net capacity of 139 and has 117 pupils on roll.
- 2.188 Devon County Council note the primary school is forecast to be at capacity and is popular so cannot support further development. The school currently has a net capacity neither of 139 pupils and the projected NOR for the 2017/18 year is 116. Currently the number of children living within the designated area of the primary school is 119 which is approximately 86% of the net capacity.

Woodbury

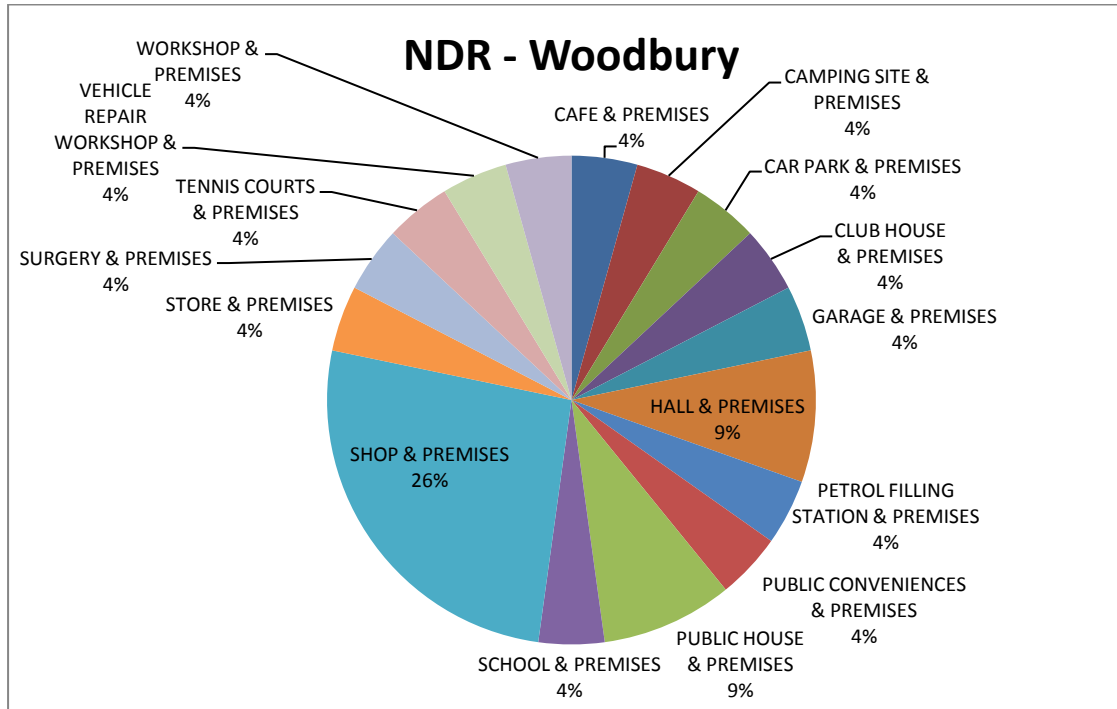
Social

- 2.189 Woodbury is a settlement with approximately 763 A to H Council tax banded properties within its existing Built Up Area Boundary and 400m catchment area, with an estimated population of 1755. Woodbury has a number of social facilities which include a pub, community hall and place of worship. These services complement the post office and general convenience store, primary school and doctors surgery which are identified as core services and facilities.
- 2.190 The settlement is considered to be sustainable in transport terms and has a bus service that is recorded as a 'bus route with approximately hourly or greater service'.

Employment

- 2.191 Woodbury has 28 NDR units within its Built Up Area Boundary and 400m catchment area of which one is recorded as empty. The largest percentage of NDR units are described in Appendix I as 'shops and premises' at 28% and 'public house and premises' and 'hall and premises' at 9%. Most of the NDR units reflect a service based economy and the settlements social infrastructure. The nearest employment sites to Woodbury are Woodbury Business Park to the south west of the settlement, Greendale Business Park and Hill Barton to the north, Darts Business Park and Odhams Wharf to the west and Exmouth to the south.

2.192 The chart below identifies the split between units in the settlement and their use. These splits are based on the site descriptions and include units currently recorded as empty.



2.193 The average business size in Woodbury is recorded in Appendix I as 5.67 which is below the district (6.2) regional (9.9) and national (10.4) average. The businesses per 000 population in Whimple are lower than the district, regional and national average.

2.194 Travel to work modes in Woodbury indicate a lower dependency on car travel than the district, regional and national percentage and a higher percentage of people that travel by foot/ cycle than the district, regional and national average. The percentage of people that

travel to work on public transport in Woodbury is 9.74% which is higher than the district (5.26%) and regional (6.32%) level but lower than the national (16.4%). The proportion of people who home work is greater than the district, regional and national level.

Environment

2.195 There are no environmental designations that would have an impact on site allocations in Woodbury.

Settlement Growth

2.196 The projected housing delivery in Woodbury from 2014 onwards is 71 dwellings, which does not include a windfall allowance. This would increase Woodbury by 10.19%. If potential windfalls are included the settlement would increase by 14.78%. A local affordable housing needs survey undertaken in September 2008 identified a need for 40 dwellings (including for Woodbury Salterton) of which none have been delivered in Woodbury. The projected housing delivery identifies that 33 affordable dwellings will be delivered in Woodbury which satisfies the latest affordable housing need for the settlements as Woodbury Salterton has already delivered 13 affordable dwellings.

2.197 Woodbury is predominantly Grade 3 agricultural land with Grade 2 land adjoining the BUAB to the north west. There is also Grade 1 agricultural land to the south east of the settlement and there are floodzones as a result of watercourse running through the settlement. No environmental constraints have been recorded for Woodbury in Appendix I.

2.198 Devon County Council note that based on projected numbers, the primary school has very limited capacity to support development. The school currently has a net capacity of 168 pupils and the projected NOR for the 2017/18 year is 164. Currently the number of children living within the designated area of the primary school is 151 which is approximately 90% of the net capacity.

Stage C: Conclusion

- 2.199 This Stage will set out which settlements should retain their BUAB and potentially be promoted for development in the revised Strategy 27. It will also identify the settlements that should lose their BUAB but should be considered for affordable housing related to Strategy 35 where an overriding need can be demonstrated. Appendix F provides a spatial plan for the district of those settlements retaining and losing their BUAB.
- 2.200 The following settlements will retain their BUAB as they have a good range of services and facilities and are considered to be sustainable in transport terms. More detailed information for these settlements is identified in Stage B:

Beer

- 2.201 Beer has a number of services and facilities which includes multiple amounts of some provision. The settlement is considered to be sustainable in transport terms and has a well attended primary school that Devon County Council suggest could benefit from further development. The settlement could provide some local employment which is mainly concentrated in the service sector. Although the settlement has a number of environmental constraints which will impact on its potential expansion it should retain its BUAB and remain in Strategy 27.

Broadclyst

- 2.202 Broadclyst is considered to be sustainable in transport terms and has a number of services and facilities including a public house, community hall, place of worship, doctors surgery, general convenience store, leisure centre and both a primary and secondary school. Although the settlement has limited employment opportunities it is in the West End of the District near to both the new town of Cranbrook, Exeter and major new employment sites. Broadclyst is not constrained by any environmental designations but expansion of the settlement is restricted by the National Trusts land ownership. However the settlement should retain its BUAB and remain in Strategy 27.

Clyst St Mary

- 2.203 Clyst St Mary benefits from its proximity to Exeter and a bus route with approximately hourly or greater service. The settlement also benefits from having a post office and general convenience store, primary school, public house, community hall and place of worship. Although the settlement has limited employment opportunities it is in close proximity to a number of employment sites. The only environmental constraint noted for Clyst St Mary is the Green Wedge to the north and west of the settlement. Based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.

Colyton

2.204 Colyton has a number of social facilities as identified in Appendix I which includes a public house, community hall, place of worship and library. This complements the core services and facilities identified in Appendix I which includes a primary school, post office, general convenience store and a doctors surgery. Colyton also benefits from two bus services, one of which is approximately hourly or greater (885). The two main environmental constraints affecting Colyton are the East Devon AONB and Green Wedge. Based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.

East Budleigh

2.205 East Budleigh is considered to be sustainable in transport terms with an hourly bus service to Exmouth and Sidmouth. The settlement has a number of services and facilities including a primary school, general convenience store, two pubs, community hall and a place of worship. East Budleigh has limited local employment but the Public Transport offers access to areas of employment in Exmouth and Sidmouth. The most significant environmental constraint for East Budleigh is its position within the East Devon AONB, however based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.

Feniton

2.206 Feniton has a post office, general convenience store, primary school, public house, community hall and place of worship. Feniton benefits from having two modes of public transport, these being bus and train. Although these services are not particularly frequent, which has been recognised at recent appeals, the fact that a village in East Devon has multiple modes of public transport is seen as a positive asset to the settlement. Feniton does not have any environmental constraints noted in Appendix I however development in certain areas of Feniton would fundamentally and harmfully alter the distinctive character of the settlement. This settlement should retain its BUAB and remain in Strategy 27.

Kilminster

2.207 Kilminster is considered to be sustainable in transport terms due to it being on the Number 4 bus route which links Axminster to Exeter. Although Kilminster has limited local employment the regular bus service enables access to employment centres. The settlement has a number of core services and facilities including a post office, general convenience store and primary school. It also has a number of additional social facilities such as a public house, community hall and place of worship. The main environmental constraint on the settlement is the East Devon and Blackdown Hills AONB. Based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.

Lympstone

- 2.208 The social facilities identified in Appendix I complement the post office, general convenience store, doctors surgery and primary school which are identified as core services and facilities. Due to the multiple modes of public transport in the settlement, Lympstone is considered to be sustainable in transport terms. Lympstone has limited local employment with the nearest employment sites located in Exmouth which is accessible by train, bus and the Exe Estuary cycle route. The settlement has a number of environmental constraints that would impact on site allocations including its proximity to the Exe Estuary and its designation as a SPA, SSSI and a Ramsar site. Other constraints including the CPA and Green Wedge. Based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.

Musbury

- 2.209 Musbury has a bus service between Axminster and Seaton that is recorded as 'approximately hourly or greater service' and is considered to be sustainable in transport terms. Appendix I identifies a number of social facilities which complement the post office, general convenience store and primary school which are identified as core services and facilities. Musbury has limited local employment with the nearest employment sites located to the north east in Axminster, to the west in Colyton and south West in Seaton. The main environmental constraints at Musbury are it is entirely within the East Devon AONB and is approximately 1000m from the River Axe SAC. Based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.

Newton Poppleford

- 2.210 Newton Poppleford is considered to be sustainable in transport terms and has a number of bus services that go to urban centres such as Exmouth, Exeter, Sidmouth and Honiton. The settlement has some provision of local employment but the settlement benefits from its public transport links to employment opportunities in urban areas. Newton Poppleford has a number of environmental designations including its position within the East Devon AONB and proximity to the Pebblebed Heath which is a SAC, SPA and SSSI. However based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.

Sidbury

- 2.211 Sidbury has a number of social facilities as identified in Appendix I which includes a public house, community hall and place of worship. These services complement the post office (in village hall), general convenience store and primary school which are identified as core services and facilities. Sidbury has a bus service between Sidmouth and Honiton which is recorded as being a bus route with approximately hourly or greater service and therefore is considered to be sustainable in transport terms. Sidbury has limited local

employment however there are employment opportunities in Sidmouth and the proposed employment site in Sidford. The main environmental constraint for Sidbury is its position within the East Devon AONB, however based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.

Uplyme

- 2.212 Uplyme has a number of social facilities as identified by Appendix I which include a pub, community hall and place of worship. These services complement the post office and general convenience store and primary school which are identified as core services and facilities. Uplyme is in close proximity to Lyme Regis and benefits from the 31 bus service which links Uplyme to Axminster and Lyme Regis in addition to settlements further to the east including Dorchester and Weymouth. The settlement has limited local employment however the settlement is in close proximity to employment opportunities in Lyme Regis. The only environmental constraint recorded in Appendix I for the settlement is its position in the East Devon AONB which was the main factor why no proposed allocation was identified in the Villages DPD. However based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.

West Hill

- 2.213 West Hill is considered to be sustainable in transport terms and has social facilities including a community hall and place of worship as identified in Appendix I. These services complement the post office, general convenience store and primary school which are identified as core services and facilities. West Hill has limited local employment opportunities with the nearest employment sites located in Ottery and St Mary and at Aylesbeare Common. There are no environmental designations that would have an impact on site allocations in West Hill, although the East Devon AONB and Pebblebed Heaths are just over 400 metres to the south of the settlement. Based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.

Whimble

- 2.214 Whimble has two bus services, one of which is the Number 4 service which runs between Axminster and Exeter and is recorded as a 'bus route with approximately hourly or greater service. The settlement also benefits from having a train station. There are limited employment opportunities in the settlement but it is in close proximity to East Devon's West End and has public transport to employment centres such as Honiton, Axminster and Exeter. The settlement has a post office, general convenience store and primary school which are identified as core services and facilities in Appendix I. These are complemented by two public houses, a community hall and a place of worship. The only environmental constraint noted for Whimble is the Green Wedge that adjoins the settlement to the west. Based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.

Woodbury

- 2.215 Woodbury has a number of social facilities which include a pub, community hall and place of worship. These services complement the post office and general convenience store, primary school and doctor's surgery which are identified as core services and facilities. The settlement is considered to be sustainable in transport terms and has a bus service that is recorded as a 'bus route with approximately hourly or greater service'. The nearest employment sites to Woodbury are Woodbury Business Park, Greendale Business Park and Hill Barton. There are no environmental designations that would have an impact on site allocations in Woodbury. Based on the service provision of the settlement and it being sustainable in transport terms it should retain its BUAB and remain in Strategy 27.
- 2.216 The following settlements will not retain their BUAB but will be considered as suitable for affordable housing under Strategy 35 (2b). These settlements will have some core services and facilities and have other social facilities that are identified in Appendix I. It should be noted that many of these settlements are not considered to be sustainable in transport terms.

Alfington

- 2.217 This settlement only has two core services and facilities but does not have a primary school, post office or a doctor's surgery and has limited employment opportunities. The settlement does have additional social facilities and is considered to be sustainable in transport terms, however it is not considered to be a settlement that should be promoted for development and should have its BUAB removed.

Awliscombe

- 2.218 This settlement only has two core services and facilities and is not considered to be sustainable in transport terms. The settlement does have additional social facilities but has limited local employment opportunities. Awliscombe is in close proximity to the AONB and restricts development to the east of the settlement. The settlement should not be promoted for development and should have its BUAB removed.

Axmouth

- 2.219 The only core service recorded for Axmouth is public transport although the settlement is not considered to be sustainable in transport terms. The settlement does have additional social facilities but has limited local employment opportunities. Axmouth is entirely within the AONB and is in close proximity to the Coastal Preservation Area. Both of these policies are restrictive to potential development. Due to the lack of services and facilities the settlement should not be promoted for development and should have its BUAB removed.

Aylesbeare

- 2.220 The only core service recorded for Aylesbeare is public transport although the settlement is not considered to be sustainable in transport terms. The settlement does have some additional social facilities although the village pub recently closed leaving only a community hall and place of worship. There is limited local employment opportunity in the settlement and this coupled with a lack of services and facilities leads to the settlement not being considered suitable for development. Aylesbeare should not be promoted for development and should have its BUAB removed.

Bramford Speke

- 2.221 This settlement has a primary school, public house, community hall and place of worship. Bramford Speke does not have a post office, general convenience store, doctor's surgery and does not have public transport, however where it is demonstrated that there is an overriding need for affordable housing in the Parish, Bramford Speke could be a suitable settlement for this type of development. The location of any such provision should avoid the floodzone and SSSI constraints to the east of the settlement.

Branscombe

- 2.222 Branscombe has a post office, primary school and public transport, although it is not considered to be sustainable in transport term due to the lack of frequency of services. The settlement has other social facilities as recorded in Appendix I but is constrained by a number of environmental designations including being entirely within an AONB and being in close proximity to the CPA, a SAC and SSSI. Due to these environmental constraints and lack of public transport Branscombe should not be promoted for development and should have its BUAB removed.

Broadhembury

- 2.223 This settlement has a post office, primary school, public house, community hall and place of worship. Broadhembury does not have a general convenience store, doctor's surgery and is not considered to be sustainable in transport terms, but where it is demonstrated that there is an overriding need for affordable housing in the Parish Broadhembury could be a suitable settlement for this type of development. The location and design of any such provision should reflect the settlement's position in the Blackdown Hills AONB.

Chardstock

- 2.224 This settlement has a post office and general convenience store, primary school, public house, community hall and place of worship. Chardstock does not have a doctor's surgery or public transport but where it is demonstrated that there is an overriding need for affordable housing in the Parish, Chardstock could be a suitable settlement for this type of development. The location and design of any such provision should reflect the settlement's position in the Blackdown Hills AONB.

Clyst Hydon

2.225 Clyst Hydon has two core services and facilities, a primary school and public transport. Although the settlement has public transport it is not considered to be sustainable in transport terms due to the lack of frequency of the service. Appendix I notes that the settlement has limited other social facilities as it does not have a public house or community hall. There is limited employment opportunity in the settlement and residents will need to travel out of the settlement for work. Although the settlement has no environmental constraints it should not be promoted for development and should have its BUAB removed.

Clyst St George

2.226 Clyst St George has a primary school and is considered to be sustainable in transport terms, however it does not have a post office, general convenience store or a doctors surgery. The settlement has limited employment opportunities, but is in close proximity to some employment sites. There are limited environmental constraints on the settlement apart from a Green Wedge designation between the settlement and Topsham. Clyst St George is a small settlement that does not have a number of core services and facilities and should not be promoted for development. As such Clyst St George should not retain its BUAB.

Colaton Raleigh

2.227 The settlement only has two core services and facilities, these being a general convenience store and public transport. The settlement does not have a primary school, doctor's surgery or a post office and is entirely within the East Devon AONB. There is a small employment site to the West of the settlement which could provide some local employment. Although Colaton Raleigh does have some additional social facilities such as public house, due to its position the AONB and lack of education provision it should not be promoted for development and should have its BUAB removed.

Colyford

2.228 Colyford has a post office, general convenience store and is considered to be sustainable in transport terms. However the settlement does not have a primary school which is important when looking to allocate areas for development as the Council is promoting housing for families particularly affordable housing. The settlement has limited local employment and is constrained by its proximity to the AONB, CPA and Green Wedge. As well as having no primary school provision Colyford does not have a doctors surgery and is reliant on people travelling out of the settlement for these provisions. Colyford should not be promoted for development and should not retain its BUAB.

Dunkeswell

- 2.229 This settlement has a post office and general convenience store, doctor's surgery, community hall and place of worship. However it does not have a primary school and is not considered to be sustainable in transport terms, but where it is demonstrated that there is an overriding need for affordable housing in the Parish, Dunkeswell could be a suitable settlement for this type of development. The location and design of any such provision should reflect the settlements position in the Blackdown Hills AONB.

Ebford

- 2.230 Ebford has a limited number of core service and facilities. Appendix I records these as a general convenience store (Darts Farm) and a bus service. The settlement itself does not have a post office, primary school, doctor's surgery, community hall or place of worship. The settlement has limited employment opportunities but is in close proximity to some employment sites. The main environmental constraints to the settlement are the Green Wedge and Proposed CPA to the west of the settlement. The settlement of Ebford lacks a number of services and facilities should not be promoted for development and should not retain its BUAB.

Hawkchurch

- 2.231 This settlement has a general convenience store, primary school, public house, community hall and place of worship. However it does not have a post office, doctor's surgery and is not considered to be sustainable in transport terms, but where it is demonstrated that there is an overriding need for affordable housing in the Parish, Hawkchurch could be a suitable settlement for this type of development.

Membury

- 2.232 This settlement has a post office and general convenience store, primary school, public house, community hall and place of worship. However it does not have a doctor's surgery and has no public transport, but where it is demonstrated that there is an overriding need for affordable housing in the Parish, Membury could be a suitable settlement for this type of development. The location and design of any such provision should reflect the settlements position in the Blackdown Hills AONB.

Offwell

- 2.234 This settlement has a post office and general convenience store, primary school, public house, community hall and place of worship. However it does not have a doctors surgery and is not considered to be sustainable in transport terms, but where it is demonstrated that there is an overriding need for affordable housing in the Parish, Offwell could be a suitable settlement for this type of development. The location and design of any such provision should reflect the settlements position in the Blackdown Hills AONB.

Otterton

- 2.235 This settlement has a primary school, public house, community hall, place of worship and is sustainable in transport terms. However it does not have a post office, general convenience store or a doctor's surgery, but where it is demonstrated that there is an overriding need for affordable housing in the Parish, Otterton could be a suitable settlement for this type of development. The location and design of any such provision should reflect the settlements position in the East Devon AONB and proximity to the CPA.

Payhembury

- 2.236 This settlement has a post office and general convenience store, primary school, public house, community hall and place of worship. However it does not have a doctor's surgery and is not considered to be sustainable in transport terms, but where it is demonstrated that there is an overriding need for affordable housing in the Parish, Payhembury could be a suitable settlement for this type of development.

Plymtree

- 2.237 This settlement has a post office and general convenience store, primary school, public house, community hall and place of worship. However it does not have a doctor's surgery and is not considered to be sustainable in transport terms, but where it is demonstrated that there is an overriding need for affordable housing in the Parish, Plymtree could be a suitable settlement for this type of development.

Rockbeare

- 2.238 Rockbeare has a limited number of core services and facilities. Appendix I records these as a primary school and public transport. The settlement does not have a post office, general convenience store or a doctor's surgery and has limited employment opportunity. The settlement does have additional social facilities such as a public house, community hall and place of worship. The only environmental constraint affecting the settlement is the Green Wedge which separates the settlement from the new town of Cranbrook. As the settlement lacks a number of core services and facilities it should not be promoted for development and should not retain its BUAB.

Smallridge

- 2.239 Smallridge is a small settlement that only has one core service and facility, this being the village primary school. The settlement does have other social infrastructure such as a public house, community hall and place of worship. However the settlement does not have a post office, general convenience store, doctor's surgery or public transport. Smallridge is partly within the Blackdown Hills AONB which is a restrictive designation. The settlement also lacks local employment opportunities and residents are reliant on travelling outside of the settlement for a number of services. The settlement should not be promoted for development and should not retain its BUAB.

Stockland

- 2.240 Appendix I notes that Stockland has two core services and facilities. These are the local primary school and public transport, although the settlement is not considered to be sustainable in transport terms due to the poor frequency of the service. The settlement does not have a post office, general convenience store or doctor's surgery. The settlement has very limited local employment opportunities and is entirely within the Blackdown Hills AONB. Stockland should not be promoted for development and should not retain its BUAB.

Talaton

- 2.241 Talaton has a post office, general convenience store and public transport, although the settlement is not considered to be sustainable in transport terms due to the lack of frequency of its services. The settlement has other social infrastructure as recorded in Appendix I but does not have a primary school or doctor's surgery. Talaton has limited local employment opportunities and is not constrained by environmental designations. Talaton should not be promoted for development and should not retain its BUAB.

Tipton St John

- 2.242 This settlement has a general convenience store, primary school, public house, community hall and place of worship. However it does not have a post office, doctor's surgery and is not considered to be sustainable in transport terms. Tipton St John has limited local employment opportunities and is constrained by the East Devon Area of Outstanding Natural Beauty. Tipton St John should not be promoted for development and should not retain its BUAB.

Upottery

- 2.243 This settlement has a primary school, public house, community hall and place of worship. However it does not have a post office, general convenience store, doctor's surgery and is not considered to be sustainable in transport terms, but where it is demonstrated that there is an overriding need for affordable housing in the Parish, Upottery could be a suitable settlement for this type of development. The location and design of any such provision should reflect the settlements position in the Blackdown Hills AONB.

Woodbury Salterton

- 2.244 The only two Core Services and Facilities recorded for Woodbury Salterton are its primary school and public transport. The settlement benefits from a public house, community hall and place of worship. The settlement has limited employment opportunities within its boundary but is near to Greendale Business Park. No environmental constraints are recorded for Woodbury Salterton in Appendix I, so potential expansion of the settlement is not constrained by environmental designations. However the settlement does not have a post

office, general convenience store or a doctor's surgery which are core services for peoples day to day needs and will be important for an increasingly ageing demographic.