
East Devon Local Plan 2020-2042: Regulation 19 Publication Draft

Prepared by Savills
on behalf of Sidbury LVA LLP

1. Introduction

This Representation is made in response to the Regulation 19 Publication Draft of the East Devon Local Plan Review 2020-2042. The representation is submitted by Savills on behalf of Sidbury LVA LLP (LVA) who have an interest in Land South of Furzehill, Sidbury, known as 'SIDM_34' in the Draft Plan. A copy of the Site Location Plan is attached at **Appendix 1**.

The Land South of Furzehill, Sidbury ('the site') has been promoted at the various stages of the emerging Local Plan, as well as previously through the current adopted Local Plan and the now made Sid Valley Neighbourhood Plan. A significant amount of work has been undertaken relating to the site and since a draft masterplan was disclosed with representations at the Regulation 18 consultation stage, public consultation has been undertaken leading to the submission of an outline planning application for the site in November 2024 (ref: 24/2434/MOUT).

The merits of the site and the now supporting information for the outline planning application support the case that the site remains a very strong candidate for allocation in the emerging Local Plan Review.

Our comments on the consultation and supporting evidence base are set out below and are made in accordance with paragraph 36 of the NPPF, to assist in ensuring that the Local Plan is found sound when examined in the future.

2. Response to Draft Policies

The following section sets out our responses to the draft policies within the Draft Plan.

Strategic Policy SP01: Spatial Strategy

In general, we are supportive of the proposed spatial strategy, and agree that there is a need to focus the spatial strategy on development at the most sustainable towns in the district. However, it is clear that the most sustainable villages are capable of playing significant role within the spatial strategy.

To help with this we welcome the Council's decision to include allocations at a range of settlements, not only the larger towns in the District.

We do continue to maintain that reference within the Draft Plan to an allowance for only 'limited development to meet local needs at the Service Villages' should be carefully considered to ensure that the growth directed to those villages is proportionate. From reviewing the Regulation 19 plan it is clear that for a number of villages more than simply 'limited' development is directed to those settlements. This is a matter we support. Development at the sustainable towns and villages is important to ensure the delivery of affordable housing for those locally who really need it, as well as supporting local shops and services

We therefore consider that it is the wording 'limited' which should be reviewed in order to ensure that the important role the villages can play is strengthened within the draft plan.

Strategic Policy SP02: Levels of Future Housing Development

Draft Policy SP02 sets out the proposed housing requirement for the plan period. It states that at least 20,909 dwellings will be delivered between 1 April 2020 and 31 March 2042. However, this is proposed to be split into two phases with 850 dwellings per annum in the first phase from 2020/21 to 2031/32 and 1,070 dwellings per annum in the second phase from 2032/33 to 2041/42.

We have concerns over the approach taken in draft Policy SP02 for the following reasons:

- Uncertainty over whether the Local Plan can proceed under the transitional arrangements
- The proposed stepped trajectory

We address each of the two matters in turn below.

Uncertainty over whether the Local Plan can proceed under the transitional arrangements

From our reading of the Forward to the Plan and the Justification for Policy SP02, it is clear that the Council has commenced consultation on the Plan before it is ready, with the intention to try and take advantage of the transitional arrangements contained in Annex 1 of the NPPF, and proceed with a housing requirement that falls below the Government's revised Standard Method output.

This intention is very clear when reading how the proposed housing requirement has been described in paragraph 3.11 of the Plan. This justification for the policy in this paragraph explains that the requirement has been set at a level which just, by less than one dwelling per annum, exceeds the 80% threshold in paragraph 234(a) of the NPPF.

In our view this approach is not in accordance with the purpose of the transitional arrangements. These provisions are intended to enable Local Plans to progress where an emerging local plan has advanced but not yet reached the Regulation 19 stage, not to set a minimum threshold for Local Plans for plans which are at Regulation 18 stage. This is unfortunately how the Regulation 19 plan reads.

However, more fundamentally, we are concerned over whether the Local Plan consultation is even able to proceed on the basis of the transitional arrangements. The relevant extract from Paragraph 234(a) of the Framework is copied below:

“234. For the purpose of preparing local plans, the policies in this version of the Framework will apply from 12 March 2025 other than where one or more of the following apply:

a. the plan has reached Regulation 19 82 (pre-submission stage) on or before 12 March 2025, and its draft housing requirement meets at least 80% of local housing need 83.”

This is supported by two related footnotes. The first of these – Footnote 82 – is as follows:

“Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. In this context “reached Regulation 19” refers to when Regulation 19 has been complied with (i.e. when the planning authority has made a copy of each of the proposed submission documents and a statement of the representations procedure available, and the statements required in Regulation 19(b) have been sent to consultation bodies).” (emphasis added)

The reference to *“each of the proposed submission documents”* is very important. In order to be considered to have reached Regulation 19, the whole of the Plan, i.e. each component part of a Regulation 19 local plan, must have been made available. This is a very deliberate piece of drafting by Government intended to preclude circumstances where a local planning authority could progress under the transitional arrangement contrary to their spirit and purpose.

On the basis of the above we consider there is significant risk that the Local Plan may not be able to proceed under the transitional arrangements and that none of the exceptions contained within paragraph 234 of the Framework apply.

In these circumstances, it is our view that the housing requirement must reflect paragraph 62 of the Framework:

“To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning practice guidance. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for”.

The Standard Method output for East Devon from the revised methodology of the PPG is 1,188 dwellings per annum (dpa) as acknowledged in paragraph 3.11 of the draft Local Plan. For the reasons set out above, it is this figure which the Plan must put in place in order to satisfy the 'Positively Prepared' test of soundness in paragraph 36(a) of the NPPF. As it stands, our view is the draft Local Plan is unsound and may require significant Main Modifications to allocate a minimum of an additional 5,227 dwellings during the plan period to redress this shortcoming.

Stepped Housing Trajectory

In very simple terms, we consider that there is absolutely no justification for adopting a stepped trajectory in the draft plan for that reduces the housing requirement for the five years (approx.) post-adoption and pushes the resultant backlog that this creates to the later years of the plan period.

The Planning Practice Guidance helpfully attends directly to the question of 'When is a stepped housing requirement appropriate for plan-making?'. In so doing it provide the following guidance:

"A stepped housing requirement may be appropriate where there is to be a significant change in the level of housing requirement between emerging and previous policies and / or where strategic sites will have a phased delivery or are likely to be delivered later in the plan period. Strategic policy-makers will need to identify the stepped requirement in strategic housing policy, and to set out evidence to support this approach, and not seek to unnecessarily delay meeting identified development needs. Stepped requirements will need to ensure that planned housing requirements are met fully within the plan period. In reviewing and revising policies, strategic policy-makers should ensure there is not continued delay in meeting identified development needs."

The guidance also advises that evidence must be provided to support a stepped approach if one is proposed. There is no such evidence in the draft plan or the evidence base.

Overall, the Council needs to play its part in addressing the housing crisis. Rather than trying to do the bare minimum to scrape through under the transitional arrangements, the Council could and should have positively and proactively sought to update the policies and proposals of the Local Plan to reflect the local housing need as defined by the revised Standard Method.

As it stands, the transitional arrangements may not apply to EDDC as not all of the Local Plan has been published for consultation. In accordance with the paragraph 36 of the Framework, the housing requirement and related elements of the Local Plan should therefore be updated to reflect the revised Standard Method.

In our view, the housing requirement for the draft Local Plan should therefore be increased in order to reflect the updated Standard Method.

Strategic Policy SP03: Housing requirement by Designated Neighbourhood Area

We support reference within draft Policy SP03 to the inclusion of the Land South of Furzehill, Sidbury within the housing requirement figures breakdown. It is clear from the Regulation 19 plan that the site forms part of the proposed local plan allocations figure of 215 dwellings.

We do however have some significant concerns with the overall housing requirement within which the designated neighbourhood area figures are derived, as set out in our response to draft Policy SP02 above.

We also consider that given neighbourhood planning is an entirely voluntary activity, outside of the control of the Council, housing delivered through Neighbourhood Plans is not a reliable enough source of supply to contribute to the housing land supply position, and they should be viewed as providing additional capacity.

Strategic Policy SD26: Development allocation at Sidbury & Land South of Furzehill, Sidbury (SIDM_34)

We fully support Strategic Policy SD26 and specifically the proposed allocation of the Land South of Furzehill, Sidbury (SIDM_34).

The proposed allocation states:

Land South of Furzehill, Sidbury (SIDM_34)

This site, to the south of Sidbury, is allocated for 43 new homes. Development of this site will enable the second phase of the Devon County Council proposed multi-use trail (routes used by a combination of cyclists, pedestrians and by/for other movement), ensuring delivery of the entirety of the route from Sidford to Sidbury. Vehicle access to the site will be via A375. Development would be expected to play its role in delivering part of the Sidbury to Sidmouth cycle route through the allocation.

In order to ensure no adverse effect on the integrity of the Beer Quarry and Caves SAC and bat activities, suitable avoidance or mitigation measures will need to be identified and implemented.

The site is within the East Devon National Landscape and particular care will be needed to avoid adverse impacts, especially on higher westerly site parts where open space provision may be appropriate. Listed buildings are found to the north and east of the site and the Sidbury Conservation Area also lies to the north; proposals will need to be carefully designed to avoid detrimental impacts on these heritage assets.

A comprehensive overview of the land south of Furzehill, Sidbury was provided as part of representations to the previous stages of the Local Plan, including the Preferred Options Consultation in January 2023, and further Regulation 18 consultation in May 2024. Therefore, as part of these representations we have not sought to repeat the previous information and have instead set out the updated position, not least given an outline planning application has now been submitted for the site (ref: 24/2434/MOUT).

Outline Planning Application and Public Consultation

Since the previous representations were submitted in June 2024, further public consultation has been undertaken in relation to the emerging proposals, including a consultation website with draft plans and a series of questions to obtain comments from the public and stakeholders. The consultation website ran from the end June 2024 to early October 2024.

As part of this, local ward members and Sidmouth Town Council were notified and comments sought.

The consultation material available for the public and stakeholders to view comprised background information on the site, an overview of the policy context and local affordable housing need, constraints and opportunities analysis and a draft masterplan. The draft masterplan explained the options available for the connections between the first and second phases of the County Council cycle link and the ability of the site to accommodate the second phase to ensure the link is delivered in its entirety.

This consultation was followed by a presentation of the proposals to Sidmouth Town Council on 9 October 2024. This comprised a presentation to town councillors, followed by a question and answer 'round table'. The presentation was given as part of one of the town council's formal planning meetings and was therefore open to members of the public to attend. A few local residents attended the meeting and asked questions.

Questions during the presentation covered several matters including highways / access, flood risk and drainage, pedestrian linkages, landscape impacts, ecology and heritage.

The outline planning application was then submitted in November 2025 (ref: 24/2434/MOUT) and is currently pending determination with East Devon District Council.

The submission of the outline planning application demonstrates the intent of the applicant, Sidbury LVA LLP, to deliver the site in the context of the significant need for housing in the district, as well as delivering the second phase of the multi-use path.

Indeed, the masterplan for the site submitted with the planning application (**Appendix 2**) provides for up to 43 new homes as per the emerging allocation SIDM_34. The submitted application comprises the following:

- the delivery of 43 new homes, comprising 28 market homes and 15 affordable homes to for the local community to address the current housing shortfall;
- the delivery of a high quality and sustainable off-road multi-use path linking Hillside and Furzehill - extending the proposed Devon County Council multi-use path, for which the first phase is subject to a live planning application;
- integration of the development with the existing urban form and surrounding landscape (specifically ensuring that the upper slopes are kept free of development in accordance with the requirements of emerging policy SIDM_34);
- the delivery of a high-quality residential environment;
- delivery of considerable open space provision, over and above adopted policy requirements;
- net biodiversity gain through the retention and enhancement of existing habitats, and creation of new habitats alongside delivery of a range of ecological mitigation and enhancement measures. Indeed, as demonstrated by the supporting plans the application proposals can provide more than the Government's 10% requirement in Biodiversity Net Gain across habitats, hedgerows and watercourses; and
- a sustainable drainage strategy which will restrict site runoff to the greenfield equivalent rate and provide long-term storage.

The submitted masterplan includes a significant amount of integrated multifunctional green space that is easily accessible for the use and enjoyment of the whole community and makes connections with the wider landscape - including a new pocket park, a community orchard and new hedgerows, wetland and meadow areas to enhance biodiversity.

The development of the site would comprise a natural extension to the existing houses at Furzehill and Hillside, sitting in the lower part of the valley with minimal landscape and visual impact on the wider area, sensitive to the AONB setting. Indeed, the site is physically surrounded by built development to the north, south and east, and is therefore capable of seamless integration with the village and being developed with relatively limited visual impact.

Overall, it is clear from the submitted planning application plans and documents that the pending outline planning application demonstrates intent by Sidbury LVA LLP to bring forward this site now to facilitate new homes and the delivery of the second phase of the multi-use path. It also demonstrates that the pending outline application is entirely consistent with the requirements of the emerging allocation particularly through the number of new homes proposed, the provision of the second phase of the multi-use path and the protection of the upper slopes from built development.

Joint Working with Devon County Council and Key Public Benefits

The first phase of the cycle route, which is being progressed by Devon County Council, will run between Sidford and Hillside, which forms the lower part of Sidbury. However, there is a need for a second phase of the cycle route, to connect Hillside to main part of Sidbury and for this to be delivered in a timely manner.

Devon County Council have submitted the planning application for the first phase (ref: DCC/4404/2024) and this is currently pending determination.

Sidbury LVA LLP have been working with Devon County Council for some time to discuss options for the delivery of Phase 2 of the route, and specifically how the land south of Furzehill can provide this.

This joint working involved engagement in the development of the Phase 1 route including attendance at an online consultation event held by the County Council in December 2023 which involved discussion around the need to provide a second phase to the route. Indeed, there were concerns expressed by local residents as part of that event that residents of Hillside do not currently have a safe route to the centre of Sidbury, and therefore that a second phase of the link is crucial. This was also apparent from representations by local residents, with the published consultation report from WSP on behalf of the County Council confirming that one of the key concerns expressed by local residents was a *“lack of connectivity to the wider Sidbury village”*.

This is clear given Chapel Street, heading north from Hillside does not have a footpath, and is very narrow, and therefore local residents already experience problems connecting from the southern end of Sidbury towards the village centre. The provision of phase 2 of the County Council's proposed link, through the site, would therefore allow both new and existing residents to find safe access to the village centre, rather than negotiate a section of Chapel Street which does not benefit from a footpath.

The principle of the delivery of the Phase 2 link has therefore been discussed with Devon County Council who are supportive of the delivery of the entirety of the link between Sidford and Sidbury.

In our view local residents should not be left with the delivery of a Phase 1 link which terminates at Hillside meaning residents, if wanting to walk or cycle from Hillside to the village centre to the north, would need to negotiate a stretch of Chapel Street which lacks pavement and is not safe.

The alternative would be to wait for a second phase to be delivered in the future, but that would be entirely dependent upon the availability of government funding. Therefore, such an alternative at best could be several years away, and at worst may not proceed due to a lack of funding.

Therefore, the potential for the site to deliver the second phase of this important link as a safe 'off road' link through the site would ensure the whole link between Sidford and Sidbury is delivered, and not just Sidford to Hillside. It would also, importantly, ensure that the second phase is delivered now.

This would be a significant public benefit as part of the development of the land south of Furzehill, particularly as the site is the only site capable of facilitating the phase 2 link, and therefore a very good reason why the site should be allocated in the draft Local Plan.

Overall, the Land south of Furzehill, Sidbury remains a very good candidate for allocation in the emerging Local Plan Review. As the masterplan for the site and supporting technical work demonstrates, the site is capable of accommodating the 43 new homes proposed in draft Policy SIDM_34, including a policy compliant level of affordable housing, as well the delivery of the second phase of the Sidford to Sidbury cycle link. Given the lack of local affordable housing delivery and lack of any other feasible options at Sidbury, the Land south of Furzehill is an ideal candidate for allocation in the plan.

Strategic Policy CC01: Climate Emergency

Whilst we recognise that draft Policy CC01 is intended to set the overall context for the subsequent climate change related policies that follow within Chapter 6 of the Local Plan, it is generally vague in its language and it is not at all clear what development is required to achieve in order to accord with the wording of this policy.

In addition, since the detailed requirements for development follow in subsequent policies within this section draft Policy CC01 does not in our view add anything. On that basis we recommend that draft Policy CC01 is changed into introductory text for this chapter rather than policy wording.

Strategic Policy CC06: Embodied Carbon

Whilst we support the Council's ambitions for reducing carbon emissions, we do not consider that this draft Policy is justified or consistent with national policy.

There are currently significant gaps for collecting data and measuring whole life carbon consistently and comparatively. As a result, the Future Homes Hub have prepared a roadmap for the development of an industry-led approach for reducing embodied and whole life carbon in new homes which is expected to be aligned with emerging national Government policy. This will include a Future Homes Carbon Assessment Tool.

There are also issues with including assessment of carbon as part of the planning process, given the highly technical nature of the process, which much more naturally aligns with Building Regulations.

Given the Government's position on setting standards at a national level, we do not believe this draft Policy aligns with national policy, nor is the need for it justified. As such, it should be removed in full to achieve soundness.

Strategic Policy AR01: Flooding

It is clear that Criterion A of draft Policy AR01 seeks to apply the sequential and exception tests to all development proposals in areas at risk of flooding from any source. Whilst that very strict policy approach was consistent with

the previous version of the Framework, in December 2024 there was a change to paragraph 175 which updated the approach to the sequential test. This is copied below for convenience:

“The sequential test should be used in areas known to be at risk now or in the future from any form of flooding, except in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable elements, would be located on an area that would be at risk of flooding from any source, now and in the future (having regard to potential changes in flood risk).”

We understand that further changes to the related section of the Planning Practice Guidance on Flood Risk are also due to be published imminently. Once this has been published a full review of draft Policy AR01 should be undertaken to ensure that it is compatible with the most up to date national policy and guidance.

Strategic Policy HN02: Affordable housing

We are generally in support of the proposed 30% affordable housing requirement for *“all other local plan allocated sites”*.

We consider this proportion of affordable housing more reflective of both local housing needs as well as the need to ensure new developments are viable. In this respect, we consider the emerging policy position on affordable housing as more realistic than that of the adopted Local Plan.

We do however encourage the Council to ensure that the supporting evidence base is robust and supports the proposed affordable tenure splits.

Policy HN05: Self-build and custom build housing

Whilst we support the Council’s efforts to deliver a diversified range of housing as part of the plan, at present, we do not consider the draft Policy to be sound for the following reasons:

As an overarching point, there is no justification provided for the requirement of 5% on sites of 20 dwellings or more. Justification should consider absolute need moving forward, but also take into account consented supply as well as realistic levels of demand for self-build plot purchase within larger “host” development sites.

At a practical level, there remains a fundamental conflict between the characteristics that typically attract demand from custom / self-build purchasers and trying to accommodate such plots on a wider “host” development site:

- With the need for at least some design continuity between the “host” site and the self/custom build plots, this takes away the freedom within the self-build plots.
- That being the case, the developer would be able to achieve economies of scale and deliver the same product at a lower price than it would cost a self-builder to achieve a building of the same floorspace.
- Unless a self-build site can have its own separate access (which in most cases is unachievable and unviable), the contracting associated with multiple self-build units, on top of any contractors associated to the “host” site is a significant health and safety challenge.

Our position is that if there is demonstrable and viable demand for self and custom built plots, the delivery of these would be more appropriate on sites specifically allocated for self-build (i.e. not part of larger host developments), or on sites where an element of self/custom build is expressly supported by the land owner.

Given the extensive nature of the comments, we do not propose specific wording changes and urge the Council to consider substantive changes to this draft Policy prior to submission.

Strategic Policy DS02: Housing density and efficient use of land

Whilst we are generally supportive of draft Policy DS02, but we are concerned about the proposal to require all major developments to be supported by a design code agreed with or produced by the council.

For many smaller development proposals, whilst classified as major development if over 10 dwellings, design principles can be agreed and captured through the development of site specific masterplans and Design and Access Statements. We therefore question the justification for seeking to impose specific design codes on 'all' major development proposals under this draft policy.

Furthermore, given the comments we have already made in relation to draft Policy SP02 and the proposed housing requirement and potential growth issues, we see this as an unnecessary additional layer of information which will likely only constrain and further slow down delivery.

We recommend that the Council either seek to justify this requirement or amend the policy to remove the current blanket approach.

Strategic Policy TR02: Protecting transport sites and routes

We support draft Policy TR02, and specifically the Sidford to Sidbury Strategic cycle network schemes. We agree that the delivery of this route is critical in developing infrastructure to widen transport choice in the local area.

However, in order to ensure this critical infrastructure is delivered it is vital that new development is supported in order to aid the delivery of such infrastructure. It is clear for example that for the entirety of the Sidford to Sidbury route to be delivered this will require the delivery of the Land South of Furzehill, Sidbury (SIDM_34). Indeed, draft Policy SIDM_34 reflects this by stating "*development of this site will enable the second phase of the Devon County Council proposed multi-use trail*". The pending outline planning application for the site (ref: 24/2434/MOUT) also includes the provision of the second phase of the multi-use path and is therefore consistent with the aspirations of both draft policies TR02 and SIDM_34.

It is therefore clear that the delivery of the two go hand in hand, so it therefore follows that both should be supported as part of the draft local plan.

Strategic Policy OL10: Development on high quality agricultural land

We object to the inclusion of draft Policy OL10, and consider there to be a complete lack of justification for such a policy.

The policy as drafted is not consistent with the NPPF and in any case is not required and is instead in danger of duplicating matters covered by national policy and guidance.

The draft policy also seeks to stray beyond the requirements of national policy and guidance at a time when the Government have been clear about the need to significantly increase housing delivery.

In our view this policy is not consistent with the tests of soundness set out in paragraph 36 of the MPPF and should be removed in its entirety.

Strategic Policy PB05: Biodiversity Net Gain

We object to this policy as currently drafted.

Whilst we support the principle of supporting biodiversity, as currently drafted this draft Policy does not align with national policy, guidance and legislation on Biodiversity Net Gain. This is particularly important as the PPG is clear that there is no need for local planning policy to repeat national BNG requirements. Principally:

- This draft Policy must not deviate from the Environment Act's requirement for at least 10%.
- As is allowed for in the PPG, the draft Policy does not appropriately allow for BNG on large phased sites being considered as a whole, rather than 10% needing to be delivered in each phase.
- It is unclear whether the costs of BNG have been considered in full within the Council's viability evidence.

The PPG is clear that local plans *"should not seek a higher percentage than the statutory objective of ten per cent biodiversity net gain, either on an area-wide basis or for specific allocations for development unless justified"*.

It adds: *"to justify such policies they will need to be evidenced including as to local need for a higher percentage, local opportunities for a higher percentage and any impacts on viability for development. Consideration will also need to be given to how the policy will be implemented."*

In addition to the clear position set out in the PPG, it is also important to note that the 20% net gain proposed has the potential to constrain smaller sites given that there is clearly less scope within such sites to deliver higher net gains. A higher 20% requirement would clearly result in significant reductions in the level of housing to achieve the higher requirement in turn likely rendering such schemes unviable at a time when additional housing is absolutely required. .

As a result of the above, we urge the Council to review this draft Policy prior to progressing. As such no specific edits are proposed here.

3. Summary and Conclusions

This Representation is made, on behalf of Sidbury LVA LLP, in response to the Regulation 19 Publication Draft of the East Devon Local Plan Review 2020-2042.

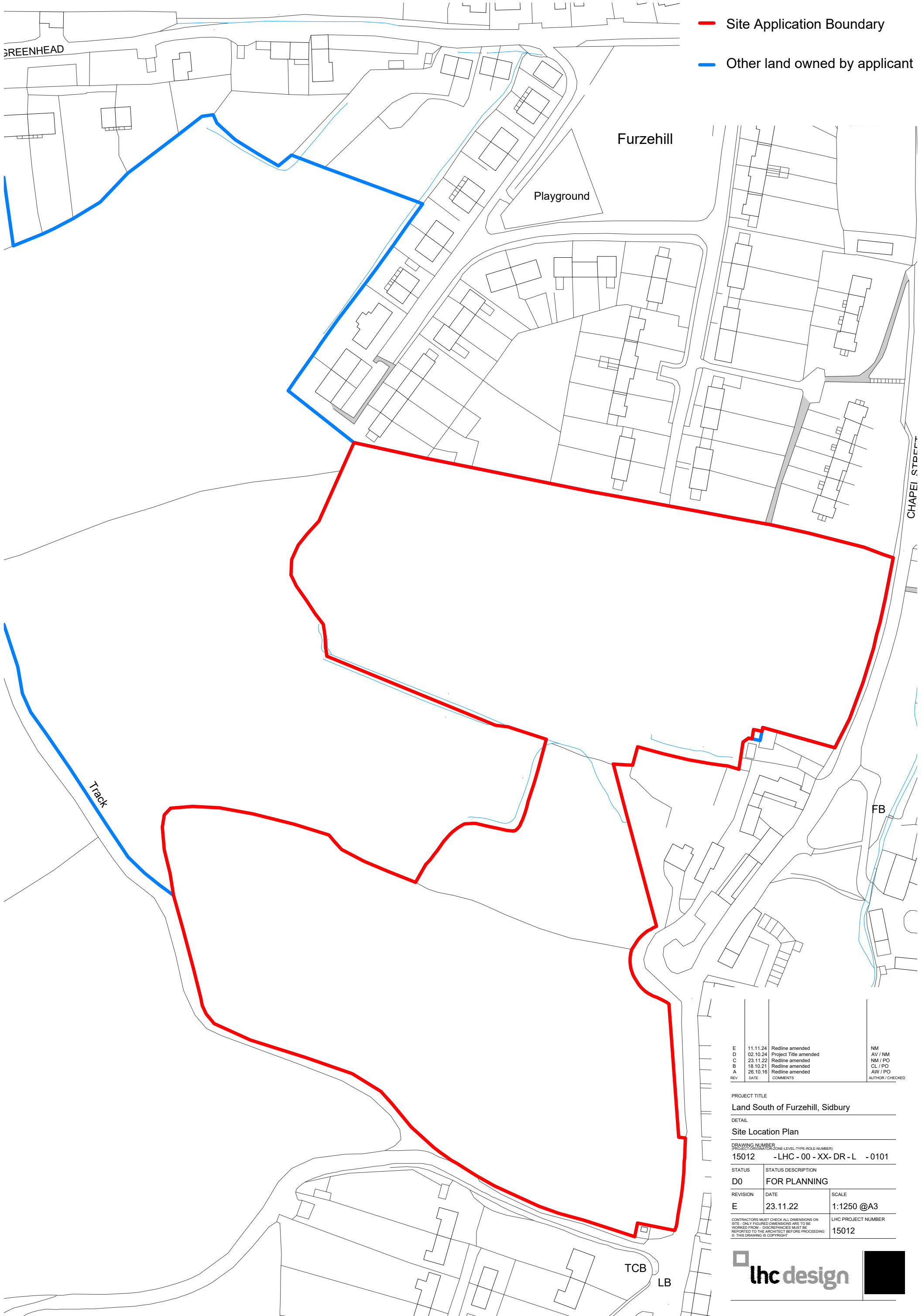
We fully support the inclusion of the Land South of Furzehill, Sidbury, known as 'SIDM_34' in the Regulation 19 plan.

The merits of the site and the now supporting information for the outline planning application support the case that the site remains a very good candidate for allocation in the emerging Local Plan Review. The plans and technical reports submitted with the outline planning application demonstrate that the site is capable of accommodating 43 residential dwellings in full accordance with the emerging allocation for the site under SIDM_34. Importantly, the site can accommodate the policy required level of affordable housing to make a meaningful contribution to the significant local need, as well the delivery of the second phase of the Sidford to Sidbury cycle link, a key piece of infrastructure required under draft Policy TR02.

However, we have a number of concerns and some objections to a number of the draft policies in the plan and have set out within these representations where we consider changes are required in order to ensure the soundness of the plan.

We trust our comments should be fully taken on board and changes to the Draft Plan made as a result.

Appendix 1: Site Location



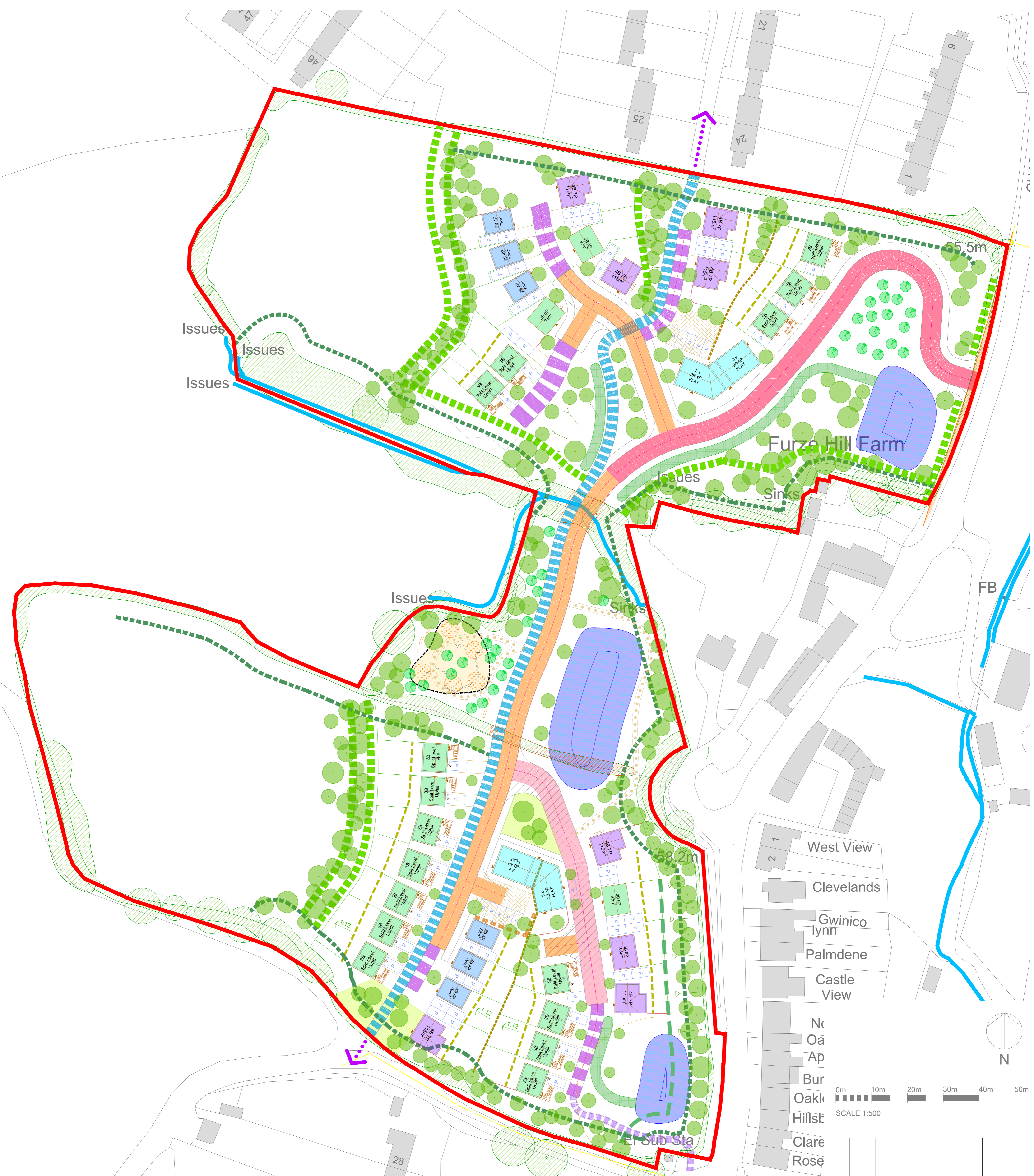
- Site Application Boundary
- Other land owned by applicant

REV	DATE	COMMENTS	AUTHOR / CHECKED
E	11.11.24	Redline amended	NM
D	02.10.24	Project Title amended	AV / NM
C	23.11.22	Redline amended	NM / PO
B	18.10.21	Redline amended	CL / PO
A	26.10.16	Redline amended	AW / PO

PROJECT TITLE		
Land South of Furzehill, Sidbury		
DETAIL		
Site Location Plan		
DRAWING NUMBER		
PROJECT ORIGINATOR (ZONE-LEVEL-TYPE-ROLE-NUMBER)		
15012 -LHC - 00 - XX - DR - L - 0101		
STATUS		
FOR PLANNING		
REVISION		
DATE	SCALE	
E 23.11.22	1:1250 @A3	
CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE - ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM - DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING		LHC PROJECT NUMBER
		15012



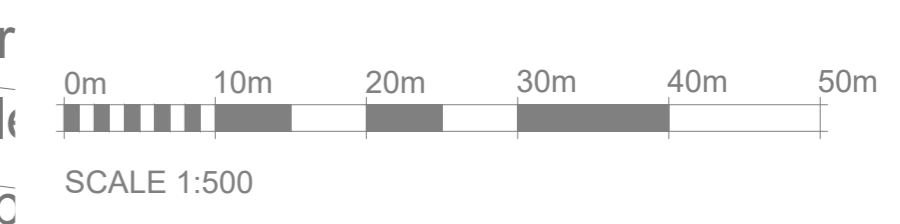
Appendix 2: Outline Planning Application Masterplan



Key

- Site Boundary
- Existing Levels
- Existing Trees
- Existing Hedges (with 2m min. off-set)
- 5m Landscape Buffer
- 10m Landscape Buffer
- Primary Street - 5.5m
- Secondary Street - 4.8m
- Shared Surface Access Way - 6.0m
- Private Drive
- Shared Ped/Cycle Way - 3.0m
- Footway - 2.0m
- Informal Footpath
- Continuation of Shared Ped/Cycle Way beyond application boundary
- Proposed Trees
- Proposed Orchard Trees
- Existing Tree/Vegetation to be removed
- Proposed Hedgebank
- Proposed Retention - Wall
- Proposed Retention - Roll-over
- Proposed SUDS Pond & Swale
- Proposed Informal Play Areas

- 1 West View
- 2 Clevelands
- Gwinico lynn
- Palmdene
- Castle View
- Nc
- Oa
- Ap
- Bur
- Oakl
- Hillsb
- Clare
- Rose



REV	DATE	COMMENTS	AUTHOR / CHECKED
P8	11.11.24	Site boundary amended	NM
P7	10.10.24	Double hedgebank added	NM
P6	09.10.24	Minor amendments to Layout, Project Title amended.	AV / NM
P4	17.09.24	Updated to reflect drainage layout	PK
P3	27.08.24	Issued for PLANNING	NM / PK
P2	19.08.24	Issued for DRAFT planning	NM / PK
P1	06.12.23	Issued for comment	AV / PK
REV	DATE	COMMENTS	

PROJECT TITLE		
Land South of Furzehill, Sidbury		
DETAIL		
Indicative Masterplan		
DRAWING NUMBER (PROJECT-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)		
FHS -LHC - 00 - 00 - DR - UD - 0104		
STATUS	STATUS DESCRIPTION	
D0	FOR PLANNING	
REVISION	DATE	SCALE
P8	DEC. 2023	1:500 @A1
CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE - ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM - DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING © THIS DRAWING IS COPYRIGHT		
LHC PROJECT NUMBER		15012

