

Colyton Parish Neighbourhood Plan Consultation Statement



Colyton Parish Council
March 2021

Consultation Statement - Colyton Neighbourhood Plan

Contents:

		page:
Preface		
Part 1 Community Consultation		
1	Background to Consultation	3
2	Summary of Approach	4
3	Equality and Inclusivity	4
4	Initial Launch and Recruitment	5
5	Community Surveys	5
6	Aims and Objectives Consultation	7
7	1 st Draft Consultation	8
8	Regulation 14 (pre-submission) Consultation	12
9	Conclusions	13
Part 2 Statutory and Strategic Consultees		
1	Introduction	111
2	Summary of Approach	111
3	Evidence Gathering	111
4	1 st Draft Plan – Informal Consultation	111
5	Sustainability	112
6	Regulation 14 (Pre-submission) Consultation	113
7	Conclusions	113

Appendices:

Part 1 Community Consultation Appendices:		page:
1	Application for Neighbourhood Area Designation June 2015	14
2	East Devon Public Notice June 2015	15
3	1st Consultation Version – Communications Strategy	16
4	Steering Group Terms of Reference	18
5	Publicity Leaflets Summer 2015	21
6	Press Release November 2015	22
7	Consultation Publicity Notice September 2015	23
8	Consultation Publicity Notice November 2015	24
9	Residents' Survey Publicity Leaflet 2016	25
10	Community Survey Response January 2016	26
11	Community Survey Report Back Meeting March 2016	28
12	Housing Needs Survey Publicity, 2017	29
13	Business Survey Form November 2017	30
14	Business Survey Response December 2017	31
15	Aims and Objectives Consultation Publicity December 2017	33
16	Ceramtec Site Consultation Response February 2018	34
17	1st Consultation Version – Community Poster September 2018	35
18	1st Consultation Version – Community Flyer September 2018	36
19	1st Consultation Version – Newsletter Article September 2018	37
20	1st Consultation Version – Comment Form September 2018	38
21	Written Response to 1st Consultation Version – September-October 2018	39
22	CVRA Supplementary Submission and Review July 2019	50
23	Parish Council Newsletters – Up-dates 2020	54
24	Notice for Neighbourhood Plan (Reg. 14 Consultation) August 2020	55
25	Comment Form for Neighbourhood Plan (Reg. 14 Consultation) August 2020	56
26	List and Letter (Reg. 14) sent to Local Groups, Businesses and August 2020	58
27	Summary of Community Response to Reg. 14 Consultation October 2020	60
Part 2 Consultation with Statutory and Strategic Consultees Appendices:		
A	List of Strategic and Statutory Stakeholders	114
B	Comments from EDDC on 1st Circulation Version of Plan – August 2018	115
C	SEA & HRA Screening Opinions	118
D	Comments Received on Draft Plan (Regulation 14 version)	119

Preface

This Consultation Statement has been prepared by the Colyton Neighbourhood Plan Steering Group to conform to the legal obligations of the Neighbourhood Planning Regulations 2012.

Section 15 (2) of Part 5 of the Regulations sets out what a Consultation Statement should:

- a) contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan
- b) explain how they were consulted
- c) summarise the main issues and concerns raised by the persons consulted
- d) describe how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan

Part 1 of this Consultation Statement summarises all statutory and non-statutory consultation undertaken with the community in developing the Colyton Neighbourhood Development Plan.

The aims of the Colyton Parish Neighbourhood Plan consultation process were to:

- ensure local people and other stakeholders were kept informed and engaged from the earliest stage
- engage with as wide a range of people as possible, using a variety of events and communication techniques
- hold consultation events and drop-in sessions at key points in the process for local people to 'have their say' and get feedback on the emerging Plan and when decisions were required
- ensure that the results of consultation and updates on the Neighbourhood Plan were provided for local people as soon as possible after consultation events through the most appropriate and widely read media

Part 2 of this Consultation Statement (from page 111) summarises all statutory and non-statutory consultation undertaken with those bodies we have identified as statutory or strategic consultees in developing the Colyton Neighbourhood Development Plan.

Our purpose was to:

- to ensure the neighbourhood planning process was informed by the views and intentions of statutory bodies and stakeholders
- to take fully into account those views and intentions
- meet the requirements of Regulation 14 of the Neighbourhood Planning Regulations 2012

Part 1: Community Consultation Statement

Colyton Parish Council has been keen to ensure that the Colyton Parish Neighbourhood Plan is a community-led document. The Colyton Neighbourhood Plan Steering Group was established from community volunteers along with Parish Council representation.

The brief for the Colyton Neighbourhood Plan Steering Group included reaching all parts of the Parish and engaging with the widest range of people and group as possible.

Consultation was undertaken by the Steering Group following an agreed programme.

The key consultation events and surveys that took place were at the following stages in the neighbourhood planning process:

Colyton Neighbourhood Plan – Consultation Events		
Event	Dates	Purpose
Plan Area Designation	July 2015	Formal notice of intention to prepare a NP
Launch	September 2015	Public meeting and formation of Steering Group
1 st Community Consultation	Dec 2015 – Jan 2016	Initial community survey
Community Event (Aims and Obj.)	December 2017	Community views on aims and objectives
1st Draft Plan Consultation	September 2018	Community and local stakeholder views on 1 st Version
Regulation 14 Consultation	September 2020	Comments on Pre-submission Version

1. Background to Consultation on Neighbourhood Plan

Colyton Parish Council agreed to undertake a Neighbourhood Plan in 2015. Following a public meeting in July 2015, a first Neighbourhood Plan Steering Group was set up. The Group failed to gel and to make progress. In November 2016, the Parish Council decided to re-form the Steering Group. A re-established Steering Group comprising parish councillors and volunteers began meeting regularly from January 2017. It operated in accordance with agreed terms of reference (Appendix 4) and held its meetings in public.

The level of consultation that has been undertaken for the Neighbourhood Plan goes beyond that required by legislation. The Parish Council and its Steering Group has sought continuously to keep the local community aware and actively interested to ensure the Plan reflects their views and wishes. We have worked closely with East Devon District Council and appreciated their advice, support and encouragement in this regard.

In preparing the Colyton Parish Neighbourhood Plan the Steering Group has sought to ensure that residents and other stakeholders including local authorities, interest groups, landowners, businesses, service agencies and statutory bodies have been consulted and that their comments have been noted and where appropriate incorporated into the Plan as it evolved. To make available information, minutes and notices, and update residents and stakeholders on the progress of the Plan an early decision was taken to make documents available on the Parish Council website and publish regular up-dates via social media.

2. Summary of Consultation Approach to Engage the Community

Several key community consultation stages were identified during the early stages of getting organised. They were set as key milestones in the Project Plan. The Steering Group was keen to ensure that:

- each consultation stage would be properly planned for
- the community at large understood when and why they were being consulted

Having recognised the importance of good communication, the Steering Group prepared a Communications Strategy (see Appendix 3 to Part 1 of this report). It was founded on some important principles:

- Publicising as widely as possible
- Utilising a variety of methods
- Applying the right method to the task and the required outcomes
- Providing appropriate levels of assistance, explanation and interpretation
- Maximising access and opportunity
- Encouraging reaction and feedback
- Reporting back on what was said and how it has been interpreted

Aside from the highly programmed and organised consultation events, the Steering Group has been keen to facilitate a continuous two-way dialogue between the neighbourhood planning group and the community at large. This has been achieved by:

Communication Methods:
Public exhibitions, meetings, and events
Community surveys
Parish Council website
Social media Facebook page
Coly Times, local newsletters, and noticeboards
Articles in local press i.e. Midweek Herald
Steering group sessions and open meetings
Focus groups and workshops
Survey and discussions with local businesses
Directly contacting wider-than-local organisations and agencies
Word of mouth by parish councillors
Consultation 'windows'
Correspondence

3. Equality and Inclusivity

We understood that the foundation of a good neighbourhood plan is an effective and inclusive programme of consultation and engagement. Our aim was to reach everyone with a stake in the future of the area including people living or doing business here, those who deliver services to the local communities and people who have influence over the future of the area. We wanted to communicate and listen to everybody with a view; regardless of gender, ethnicity, colour, disability, religion, family responsibility, age, occupation, marital status, sexual orientation or trade union affiliation. We made efforts to reach those that others have traditionally found hard to reach and hard to hear. We conformed to our agreed a Communication Strategy (see Appendix 3), which was formalised in 2017 to ensure the Steering Group followed a structured and inclusive approach and would monitor its effectiveness.

4. Initial Launch

4.1 Who was consulted

A public meeting was held on 16th September 2015 at Colyton Town Hall attended by Parish Councillors and 30 members of the public (see Appendix 5 for publicity). The Neighbourhood Planning Officer from East Devon District Council explained the neighbourhood planning process. 20 members of the public volunteered to get involved in the Plan's preparation by joining a steering group.

A follow-up meeting in October 2015 agreed to the formation and structure of a Neighbourhood Plan Steering Group. The original 'set up' was for a Steering Group with two sub-committees; one for Colyford and one for Colyton. Subsequently this working arrangement fell apart when all members of the Colyford Sub-Committee resigned.

The two-group structure was disbanded in June 2016, reverting to just a single Steering Group with representatives from both settlements and parish councillors. This structure is reflected in the approved terms of reference (see Appendix 4).

5. Community Surveys

Community Suggestion Box

A first of canvas of community opinion took place in the form of a community survey, which was launched in December 2015 (see Appendix 8). From December 2015, 'Suggestion Boxes' were located at several publicly accessible places around Colyton.

In March 2016 it was reported to the Steering Group that over 60 responses had been received and collated (see summary in Appendix 10). The Steering Group considered this to be a disappointing response level. It expressed concern about the accessibility and/or unavailability of boxes in certain locations. There was also concern that particular groups within the community were not being reached by the 'suggestion box' approach. It was agreed therefore that members of the Steering Group should contact local groups, to explain about the Neighbourhood Plan and ask for their ideas on how we could better engage with their interest group (e.g. there was a suggestion for a graffiti wall for youth groups). The Suggestion Box initiative was carried out in Colyford in January 2017.

By April 2016 a comprehensive list of Parish organisations had been produced (see Appendix 26). Members of the Steering Group agreed they would visit many of the organisations to inform them about the Neighbourhood Plan.

To ensure the community's initial views and opinions were taken into account, the response from the initial community surveys in both Colyton and Colyford was tabulated and considered by the Steering Group alongside the results of the Aims and Objectives Consultation of December 2017 when the vision, aims and objectives for the Colyton Parish Neighbourhood Plan were finalised.

Housing Needs Survey

5.1 Who was consulted

Colyton Parish Council decided to carry out a survey to assess future local housing need. The Rural Housing Enabler from 'Devon Communities Together' attended a Parish Council meeting on 24th July 2017 and it was agreed to proceed with a Housing Needs Survey and Assessment, which would help inform the policies of the Neighbourhood Plan.

Survey forms were finalised, and forms were hand delivered to every household in the Parish. Parishioners could return the survey in a reply-paid envelope. The deadline for the return of forms was 30th September 2017. 1,500 surveys were delivered, and 422 survey forms were returned, a response rate was 28%. The survey was carried out using a standard methodology approved by local planners.

5.2 What they said

The Housing Needs Survey provided information on the scale and nature of local housing need:

Affordability;

- The survey found 24 households in housing need who could not afford to buy or rent in the open market.
- 12 additional replies were received by households on Devon Home Choice who had not completed the survey but were eligible for affordable housing in the parish.

Tenure;

- 31 of the households in need qualified for affordable rent, 5 may be able to afford a shared ownership property.

Size of Property Required:

- 20 x 1 or 2 bedroom properties for singles/couples
- 8 x 2 bedroom properties for families
- 7 x 3 bedroom properties for families
- 1 x 4 bedroom property for a family

Other Findings

- 87% of those who answered the question said they would be in favour of a small development of affordable housing for local people. 92 households did not answer this question.
- 290 households said they would support the building of live/work units in the Parish.
- 21 households said they may be interested in taking on a live/work unit themselves.

118 respondents made suggestions for possible housing sites within the Parish and/or made more general comments about housing in the Parish. The majority of those who suggested a site (62 replies) suggested the old Ceramtec site. Other suggestions included adjacent to Seaway Head, the old factory in Rosemary Lane and to build a new school and replace the old school with housing.

5.3 How the issues and concerns were responded

A Housing Needs Survey Report¹ was presented to the Parish Council in November 2017. The community's suggestions regarding potential housing sites and other comments were made available to the Parish Council in a separate document.

Business Survey

In November 2017 a Business Survey (see Appendix 13) was carried out to ensure the business community was aware of the developing Neighbourhood Plan and its views were taken into account alongside those of the residents. A questionnaire was delivered to all business in the Parish. A report of the survey response was prepared for the Steering Group (see Appendix 14).

To ensure the initial views, opinions and frustrations, of members of the business community were taken into account, the response from the Business Survey was considered alongside the results of the Aims and Objectives Consultation of December 2017.

¹ <https://www.colytonparishcouncil.co.uk/archives/HN-survey-report-Colyton-2017.pdf>

6. Aims and Objectives Consultation

Colyton Neighbourhood Plan NP Vision, Aims and Objectives	
Date	December 2017
Method	Two exhibition events
Publicity	Poster, flyers, website and local newspapers
Location	Colyford 9 th Dec. 2017, Colyton 16 th Dec. 2017
Event Attendance (Nos.)	93 @ Colyford 82 @ Colyton

6.1 Who was consulted

Following a Workshop Session on developing the aims and objectives for the Plan, which took place on the 13th September 2017, the Steering Group, at its meeting on the 11th October 2017, approved a set of draft aims and objectives for the Neighbourhood Plan to be shared with the communities of the Parish for their consideration and comment. It was agreed to carry out this consultation by way of a public exhibition at two community halls, one in Colyford and one in Colyton. The morning and early afternoon of Saturday the 9th December 2017 was booked at Colyford Memorial Hall. The morning and afternoon of Saturday the 16th December 2017 was booked at Colyton Town Hall. Members of the Steering Group shared the responsibility for organising the consultation event. To ensure that everyone was aware of the consultation event, a poster and publicity fliers were produced the event was also publicised on the website and in local newspapers.

The purpose of this stage of the community engagement programme was to:

- share the draft aims for the Colyton Neighbourhood Plan
- generate a range of relevant objectives
- seek reaction/endorsement of the aims and objectives
- carry out surveys to up-date evidence or fill gaps
- explore the themes and priorities for neighbourhood planning policies

6.2 What they said

A set of exhibition panels comprising the proposed aims on a topic-by-topic basis was the focus of the exhibition. Included with them were some preliminary objectives, also generated at the September 2017 Workshop. Members of the Steering Group were on hand to encourage members of the public to express support or opposition by using the coloured dots available and to contribute their own thoughts on the objectives of the Neighbourhood Plan and any other comments by using the 'post-it' notes.

There was no disagreement with any of the proposed aims. There was much support for the intention of most of the preliminary objectives, and many suggestions as to how they could be improved, extended or added to.

6.3 How the issues and concerns were responded

The analysis and Report of the Consultation Event² showed the draft aims and objectives offered for consultation to have generally been a reasonable reflection of the community's hopes and wishes for the future development of the Parish of Colyton. As a result of the analysis of the response received at the Community Consultation Event in December 2017, a revised set of aims and objectives were adopted for the Colyton Neighbourhood Plan.

The opportunity to separate out those matters that cannot be addressed by a planning policy but are, nevertheless important to the community was taken. These listed as 'Community Actions' in the report, were referred to the Parish Council for further consideration.

² <http://www.colytonparishcouncil.co.uk/archives/Colyton-Parish-NP-Aims-and-Objectives-Consultation-Report-Jan18.pdf>

7. 1st Draft Plan Consultation

Whilst not a statutory obligation, Colyton Parish Council agreed that a community-based consultation on a first version of the Neighbourhood Plan should be carried out, prior to the more formal, Regulation 14³, Pre-submission consultation stage. We wanted to ensure that having converted the aims and objectives into draft policies, we were on right lines as far as the community was concerned.

Colyton Neighbourhood Plan Draft NP Informal Consultation	
Date(s)	September-October 2018
Method(s)	Website and Exhibition Event
Publicity	Poster, flyers, website and local newspapers, Facebook
Location	Colyford 22 nd Sep 2018, Colyton 29 th Sep 2018
Response Method	Comments at Exhibition, written submissions
Respondents (Nos.)	Event Attendees: 37 at Colyford 122 at Colyton 25 written submissions

7.1 Who was consulted

The purpose of the consultation at this stage was to ensure that the community had an opportunity to comment on the draft policies and a first version of the Plan. The Steering Group decided that the best method to do this was to up-load the 1st Version of the Plan on to the neighbourhood plan website and publicise its existence widely throughout the parish area. It was also agreed to hold an exhibition at both Colyford and Colyton during September 2018 to display the array of draft policies and allow local people to view them together and share reaction and responses. Comments were invited via immediate feedback at the exhibitions, and via a comment form, which could be submitted post-event. To ensure that everyone was aware of the consultation event, a poster and publicity fliers were produced. The flier was distributed to every property in the Parish (see Appendix 18 for details). The event was also publicised on the website and in local newspapers. Copies of all publicity material and the comment form can be found in Appendices 15 to 17. Several collection points were established, in both Colyford and Colyton, for completed comment forms. A notice was placed on the Facebook page, which was viewed by 616 people (by October 2018). A deadline of 13th October 2018 was set for written comments. By that date 25 comments forms and/or other forms of written comments had been received.

7.2 What they said

A set of exhibition panels comprising the draft policies on a topic-by-topic basis was the focus of the exhibition. Members of the Steering Group were on hand to encourage members of the public to express support or opposition by using the coloured dots available and to contribute their own thoughts on the policies of the Neighbourhood Plan and any other comments by using the 'post-it' notes. Comment forms were available to complete at the exhibitions or take away.

The community response from the consultation events along with the written comments received were summarised and tabulated as well as presented in full Consultation Report⁴. A version of the summary table is presented below:

General Observations on the 1 st Version of the Plan				
agree	N/A	disagree	N/A	Few comments of a general nature were received. Two of them were very complimentary about the draft Plan and the work that had gone into it. Colyford Village Residents Association (CVRA) want to see " <i>a dotted red line</i> " added to the Neighbourhood Area Map denoting the " <i>actual Parish Boundary between Colyford and Colyton</i> ".
remarks	0	comments	4	
Introductory Sections				
agree	N/A	disagree	N/A	Most of the comments made about the introductory sections are from the CVRA, which appears to have issues with the way Colyford
remarks	0	comments	7	

³ <https://www.legislation.gov.uk/ukxi/2012/637/regulation/14/made>

⁴ <http://www.colytonparishcouncil.co.uk/archives/Colyton-Parish-NP-1st-Version-Consultation-Report-Oct18.pdf>

				has been treated in plan preparation and within the draft Plan itself. The Association has requested some revisions to the Introduction.
Natural Environment – Topic Introduction Section				
agree remarks	N/A 4	disagree comments	N/A 2	A few people commented in a general way in support of the Plan's environment policies and suggested specific areas of improvement. CVRA asks for a couple of minor amendments to the text. One respondent expressed concern that pollution had not been referred to.
Coly1 Protecting the Natural Environment				
agree remarks	18 6	disagree comments	1 3	There is much support for the policy. The comments receive are generally supportive of the policy but convey concern that it is not absolute in its protection of recognised wildlife areas. CVRA expresses concern that the quote from EDDC regarding countryside could be mis-interpreted.
Coly2 Woodlands				
agree remarks	51 2	disagree comments	0 0	This policy has received a resounding expression of support from the community and no criticism.
Coly3 Public Rights of Way				
agree remarks	32 1	disagree comments	0 1	Another policy that has received a resounding expression of support from the community and no criticism. CVRA has suggested that the supporting text could benefit from some references to specific features and locations in the area.
Coly4 Green Wedge				
agree remarks	27 12	disagree comments	7 7	There is much support for a policy that endorses the green wedges between Colyford and Seaton and Colyford and Colyton. There are several remarks and comments however that question the appropriateness or efficacy of the draft policy, particularly from Colyford. A lengthy submission has been received from CVRA on the matter that sets out a 'stress test' relevant to Colyford.
Coly5 Local Green Spaces				
agree remarks	17 0	disagree comments	0 3	There is no disagreement with the proposed designation of the sites listed in policy Coly5 as local green space. The only comment received on this policy was from the CVRA that nominates Colyton Allotment Site and Colyford Common for consideration as designated 'local green space'.
Built Environment – Topic Introduction Section				
agree remarks	N/A 4	disagree comments	N/A 1	A few people commented in a general way in support of the Plan's policies and suggested specific areas of improvement or development. CVRA expresses concern about some of the wording in the built environment introductory section.
Coly6 Sustainable Development				
agree remarks	14 16	disagree comments	23 7	The community has concerns about the implications of a policy that would allow development outside but immediately adjoining the Built-Up Area Boundary, even though the criteria are quite stringent. A firm and enforceable boundary that distinguishes between built-up area and countryside is the expressed preference.
Coly7 Ceramtec Site				
agree remarks	2 47	disagree comments	9 13	The community has reserved judgment on the policy content. A lot of remarks were made at the exhibitions about the Home England proposals as shown on the displayed 'site masterplan'. The expressions of concern and the suggestions are echoed in the written submissions received. These are reviewed in more detail below (paras. 8.11 – 8.14).
Economy – Topic Introduction Section				
agree remarks	N/A 0	disagree comments	N/A 1	CVRA suggests additional text to be included in the introductory section regarding facilities in Colyford.
Coly8 Employment Uses				
agree remarks	13 0	disagree comments	0 2	This policy has received an expression of support from the community and no criticism. CVRA however appear to be questioning whether the policy supporting homeworking should apply to Colyford.

Coly9 Tourism Development				
agree	54	disagree	0	This policy has received a resounding expression of support from the community. Most of the remarks made at the exhibitions were positive in nature.
remarks	7	comments	0	
Coly10 Tramway Links				
agree	16	disagree	1	This policy has received an expression of support from the community. CVRA has suggested the policy should also apply to Colyford and been critical of the supporting text as it does not make sufficient reference to the tram at Colyford.
remarks	1	comments	2	
Coly11 Connectivity				
agree	37	disagree	0	This policy has received a resounding expression of support from the community and no criticism. CVRA suggests additional text to emphasise the 'issue' as it effects Colyford
remarks	3	comments	1	
Transport and Travel – Topic Introduction Section				
agree	N/A	disagree	N/A	Comments of a general nature on the topic of transport and travel highlight the local concerns about specific aspects of the topic such as bus service coverage and parking difficulties. One respondent has written at length about the dangerous road that is the A3052 and the need to provide traffic calming and safer pedestrian arrangements. Another has made a lengthy submission about traffic speeds in residential areas, the lack of pavements and the dangers to pedestrians. CVRA suggests additional text to emphasise the 'issue' as it effects Colyford.
remarks	4	comments	5	
Coly12 Public Transport				
agree	17	disagree	0	The policy has community support. All the comments and remarks point out the inadequacies of the current service. CVRA suggests additional text to emphasise the 'issue' as it effects Colyford.
remarks	4	comments	1	
Coly13 Walking and Cycling Routes				
agree	17	disagree	3	The policy has community support. Several people have remarked about the need to improve walking routes and providing more footpaths along the roads. Improvements to the riverside route between Colyton and Colyford to make it useable all year round has been suggested. CVRA suggests additional text to emphasise the 'issue' as it effects Colyford.
remarks	10	comments	4	
Coly14 School Traffic				
agree	26	disagree	1	The policy has community support. A couple of people have expressed concern that the policy could be used to justify further residential development.
remarks	4	comments	2	
Coly15 Public Car Parking				
agree	40	disagree	4	This policy has received a resounding expression of support from the community. Any disagreement expressed at the exhibition relates to the detail rather than the principle. The fact that there are several ways to tackle the problem and not all would be favoured by everyone is reflected in the comments received.
remarks	19	comments	7	
Community and Recreation Facilities – Topic Introduction Section				
agree	N/A	disagree	N/A	CVRA suggests additional text to emphasise the 'issue' as it effects Colyford.
remarks	4	comments	2	
Coly16 Community Horticulture				
agree	38	disagree	0	This policy has received a resounding expression of support from the community. One person has expressed concern about the difficulties and costs involved in establishing a community composting scheme especially as EDDC's green bin collection is now up and running.
remarks	2	comments	2	
Coly17 Sports and Recreational Areas				
agree	26	disagree	1	This policy has received a resounding expression of support from the community. CVRA propose an amendment to the policy and suggests additional text to emphasise the 'issue' as it effects Colyford.
remarks	5	comments	2	
remarks	0	comments	1	

The analysis also considered the extent to which there were divergences of opinion between the two major settlements of the Parish.

The following policies received a marked difference in response at the two exhibitions:

Coly1 'Protecting the Natural Environment'	Colyford	<i>agree</i>	1	<i>disagree</i>	1
	Colyton	<i>agree</i>	17	<i>disagree</i>	0
Coly3 'Public Rights of Way'	Colyford	<i>agree</i>	3	<i>disagree</i>	1
	Colyton	<i>agree</i>	29	<i>disagree</i>	0
Coly4 'Green Wedge'	Colyford	<i>agree</i>	1	<i>disagree</i>	7
	Colyton	<i>agree</i>	26	<i>disagree</i>	0
Coly5 'Local Green Spaces'	Colyford	<i>agree</i>	0	<i>disagree</i>	0
	Colyton	<i>agree</i>	17	<i>disagree</i>	0
Coly6 'Sustainable Development'	Colyford	<i>agree</i>	9	<i>disagree</i>	1
	Colyton	<i>agree</i>	5	<i>disagree</i>	22
Coly17 'Sports and Recreational Areas'	Colyford	<i>agree</i>	5	<i>disagree</i>	1
	Colyton	<i>agree</i>	21	<i>disagree</i>	0

7.3 How the issues and concerns were responded to

The 1st Consultation Version of the Colyton Parish Neighbourhood Plan was generally well received. Most of the policy content had the support of the community. On that basis, the Steering Group agreed it could proceed with the preparation of the Pre-Submission Version of the Plan, that took account of the comments and suggestions received from the community and local stakeholders. The proposed amendments and additions to the draft Plan were made public via the website.

Whilst the draft Neighbourhood Plan was being prepared for its SEA/HRA assessment, a supplementary submission was made by the Colyford Village Residents Association (CVRA), which was not satisfied with the changes that had been made to the draft Plan. The proposed changes to the draft plan as a result of the community consultation were published on the website.

In April 2019, in a letter to the Steering Group, the CVRA expressed its concerns about certain draft policies. These concerns were considered on a point-by-point basis by members of the Steering Group, in a working group session. The recommendations from the working group session (see Appendix 22) were subsequently considered and accepted by the Steering Group. as a result additional changes were made to the draft Neighbourhood Plan.

With these changes a version of the Colyton Parish Neighbourhood Plan was submitted to the local planning authority for a SEA/HRA screening.

8. Regulation 14 (Pre-Submission Stage) Consultation

Neighbourhood Plan regulations require that a statutory consultation period of 6 weeks is undertaken by the qualifying body (the Parish Council) on the final draft plan prior to its submission to the local planning authority in advance of their statutory Regulation 16 consultation.

The Regulation 14 consultation on the Colyton Parish Neighbourhood Plan ran from Monday 5th October 2020 until 5:00pm, 14th December 2020. After taking advice from East Devon District Council the Parish Council decided to proceed with the Regulation 14 consultation despite the UK entering a period of 'lockdown'.

We were also mindful of the advice that was published by the Government in early April 2020. This did not prohibit consultations taking place but cautioned against consulting in a way that would risk people's health. The guidelines were followed; and it was decided that an extended consultation period of 10 weeks should provide sufficient additional time for those that may have been distracted or impeded by the prevailing health restrictions (regarding Covid 19).

The Neighbourhood Plan was made available online. Local correspondence and publicity stressed that the consultation period had been lengthened to give people plenty of time and opportunity to consider the contents of the Plan. Laminated 'hard' copies of the draft Plan were initially available for inspection, until the Covid Lockdown, together with comment forms at the Parish Council Offices, Feoffees Town Hall, Colyton, by prior arrangement with the Parish Clerk and the Filling Station Café, Colyford (10am-3pm except Wednesday and Sunday). After the laminated copies were withdrawn. Hard copies were available on request.

8.1 Who was consulted

Regulation 14, of the Neighbourhood Planning (General) Regulations 2012, is specific about organisations and stakeholders that should be consulted. The legislation requires that prior to submitting the Plan to the local planning authority the qualifying body (the Parish Council) must:

- publicise it in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area
- consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood plan
- send a copy of the proposals for a neighbourhood plan to the local planning authority

It was our aim that all the residents and businesses within the parish area would be consulted together with a range of statutory bodies. A copy of the Plan was also sent to the local planning authority, East Devon District Council, for consultation purposes, although its officers had been involved in the process of finalising the policy content of the Pre-submission Version of the Plan.

8.2 How they were consulted

The Steering Group publicised the publication of the pre-submission version of the Plan by email letter, poster, and leaflet and a notice in the Coly Times. An article was also published in the Midweek Herald. The 'notice' directed people to an online copy of the Plan (see Appendix 24 of Part I of this report). They could also request an individual copy. The Town Council website also directed people to the Plan from its home page. The publicity indicated how to respond and stated the deadline by which representations needed to be returned.

8.3 What the consultees said

A total of 61 responses were made by members of the general public and businesses which included one return from agents of landowners or developers. A summary of the responses along with the Steering Group's deliberations are set out in Appendix 27. Based on the feedback received from the community, amendments were made to the draft Plan including the deletion of one draft policy and alterations to the wording of several other policies.

9. Conclusions

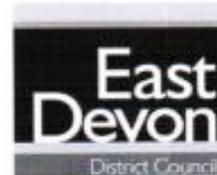
The level of community consultation and engagement undertaken during the production of the Colyton Neighbourhood Plan has been varied and extensive. It has reached a wide range of the local population especially through a variety of methods and mediums. A wide variety of groups and different sections of the community have participated or commented on the emerging draft Neighbourhood Plan.

The comments received at each stage of the Neighbourhood Plan process have been fully considered. The Steering Group has demonstrated a willingness to amend the Plan to reflect community preferences and ensure that concerns are addressed, and the Submission Version of the Plan encompasses the aspirations of the different communities and interest groups in the Parish of Colyton. Parishioners that have submitted, thoughts, opinions and suggestions during the neighbourhood planning process have all helped to guide and shape the form of the Plan, so that it is truly reflective of what local people wish to see happen to their village and their Parish.

This Consultation Statement and the supporting appendices are considered to comply with Section 15(2) of part 5 of the 2012 Neighbourhood Planning Regulations.

The Neighbourhood Planning (General) Regulations 2012

Application for Designation of a Neighbourhood Area



This information is intended to assist the Local Planning Authority in making a decision but please note that further information may be required.

Which Town or Parish Council is applying to designate a neighbourhood area?

COLYTON PARISH COUNCIL

If more than one Town or Parish Council are working in partnership, please give details of all parties

contact details -

contact details -

contact details -

contact details -

Please confirm that all the parishes listed above agree to the application - *N/A*

Please confirm that the organisation/s or body/ies making the area application is a relevant body for the purposes of section 51G of the 1990 Act.

Please advise what, if any, discussion has taken place with neighbouring Parishes with a view to partnership working? Where applications include sites in adjoining Parishes their agreement should be sought.

N/A

Please append a map identifying the area to which the area application relates.

Please explain why this area is considered appropriate to be designated as a neighbourhood area

The boundary is already the accepted area covered by Colyton Parish Council.

Signed [REDACTED]

Date *8/6/15*

Position *CHAIR*

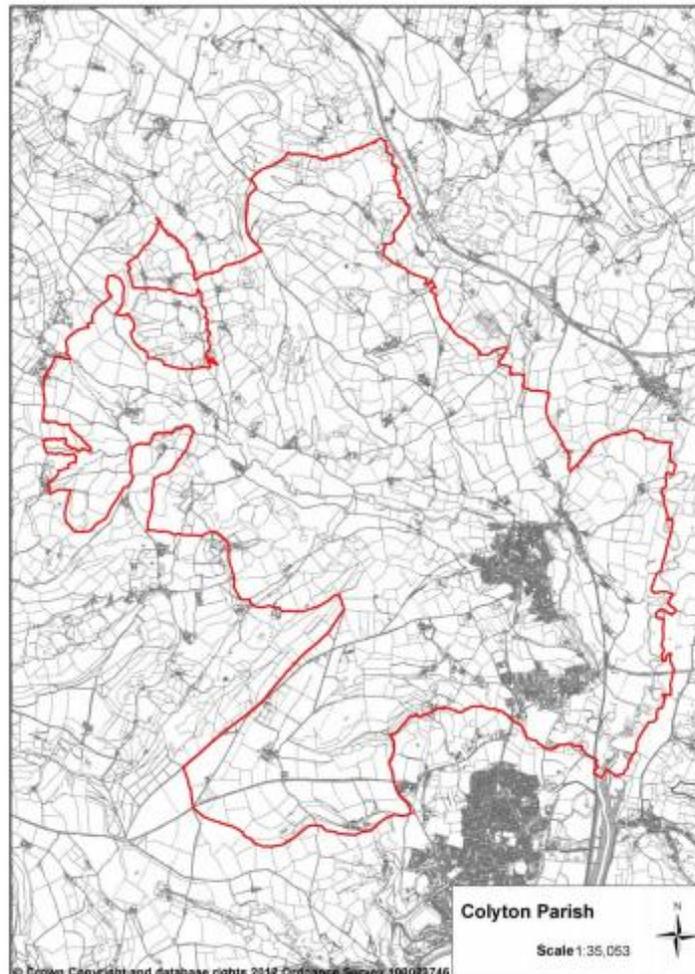
Organisation *CPC*

**The Neighbourhood Planning (General) Regulations
2012**

**Application for Designation of a
Neighbourhood Area**



We have received an application from Colyton Parish Council for the designation of the Parish of Colyton as a Neighbourhood Area.



You can view the proposal on our website at: <http://eastdevon.gov.uk/planning/neighbourhood-and-community-plans/neighbourhood-plans/>

or by appointment with Colyton Parish Council

You can also view or make comments on this proposal by writing to us at Planning Policy, East Devon District Council, Knowle, Station Road, Sidmouth, Devon, EX10 8HL (8.30-5pm Mon-Fri). If you write to us your comments will be kept on a public file and they may be reproduced in writing or on our website.

THE CLOSING DATE FOR COMMENTS IS 10th JULY 2015

Colyton Neighbourhood Development Plan - Communications Strategy

Introduction: A Neighbourhood Development Plan (NP) is a community-led framework for guiding the future development, regeneration and conservation of an area. The foundation of a good neighbourhood plan is a robust programme of consultation and engagement. Effective community involvement is essential right from the beginning of the process. This will create a plan based on local involvement creating a sense of ownership. Getting the recognition, views, assistance and support of a whole range of local individuals, businesses, local groups and organisations is essential if the plan is to have authority and credibility. A successful Communication Strategy is a prerequisite.

Aims: The aims of the Communications Strategy are to achieve: -

- An understanding of the Neighbourhood Plan, its purpose and relevance
- Good communication, leading to better feedback and decision-making
- Improved two-way information flow, using a range of information and communication channels to enable community participation at all levels
- Meaningful and appropriate communication
- Accessible information, considering the needs of people with disabilities and those whose first language is not English
- Use of relevant information in plain English
- A transparent process
- Assessment of Housing Needs

Target Audiences: We want to reach everyone with a stake in the future of the area including people living, working or doing business here, those who deliver services to the local communities and people who have influence over the future of the area.

Desired Outcome: It is important that all our communications have as much impact as possible in order to achieve:

- A Neighbourhood Plan that reflects community opinion
- A Neighbourhood Plan that is a framework for the development of our area

Methods to gain Local involvement: We shall use a variety of methods based on what reaches people most effectively and has most credibility. Different consultation methods will be used at various stages of the process and appropriate to each group to maximise engagement.

These include:

- Consultation events with exhibition, leaflets and comment boards
- Questionnaire – hand delivered
- Website – dedicated to NP
- Facebook /Twitter
- Direct mail
- Parish magazine/s
- Email lists (Round Robin in Colyford)
- Minutes of meetings published on website and Noticeboards
- Networking Newsletter?
- Posters
- Press releases
- Stakeholder's websites

Timescales and process: Preparing a neighbourhood plan is a sequential process based upon an agreed project plan. The project plan identifies the following key communication points C1-7, and the dates in which they should be carried out as follows:

Communication Point	Date	Aim and Methodology
C1	May 2017	Publicise Intention and recruit helpers and Steering Group appointed, and Terms of Reference agreed. Survey of local aspirations and needs – Posters and response leaflets at key points e.g. stores, halls. Visits to local groups and businesses. Use of round robin e mail
C2	Sept 2017	Questionnaires delivered by hand to all parishioners, businesses and groups. Analysis forms the basis of Vision, Aims and Objectives Use of parish magazine, round robin and posters to alert locals that the questionnaires are being delivered
C3	Jan 2018	Consult on Vision and Objectives from Questionnaire to ensure nothing has been left out. Display in Town Hall and Colyford Memorial Hall (CMH). Publish on Website, and in parish magazines. Posters, parish magazine and round robin e mails to advertise event. Focus groups?
C4	March -April 2018	Informal consultation on 1 st Version of plan – Display at Town Hall and CMH, NP members available for potential questions at specified times. Website, press release, round robin e mails and posters to advertise event.
C5	June -July 2018	Pre-submission of Plan – consult with Statutory Bodies. Website, press release and posters, parish magazines. Plan revision approved by Parish Council – Website minutes. Consultation Statement prepared
C6	?	Referendum – Local Planning Authority
C7	?	Plan adoption – press release, website. Thank you to community for their help

Evaluation and Amendment: After the first 6 months, the NP Group will carry out a communications audit to assess the effectiveness of the strategy. We shall consider who has not responded or reacted to our communications?

We shall discuss the evidence/results carefully and use them to amend and improve the Strategy going forward if found necessary.

Actions: The following actions, among others need to be agreed and allocated:

- Website development
- Twitter account set up
- Questionnaire compilation and analysis
- Consultation Statement
- Others

Colyton Parish Neighbourhood Plan Steering Group Terms of Reference V1 dated 11/1/2017

1. Purpose

1.1 The main purpose of the Steering Group (SG) is to oversee the preparation of the Neighbourhood Plan for Colyton Parish (the NP), ensuring that all issues are addressed properly with high levels of community engagement to maximise the potential that the NP will be approved following external review and supported by the Parish community at the local referendum.

2. Roles and Responsibilities

2.1 In order to achieve this, the SG will carry out the following roles:-

- Be accountable for steering and providing strategic management of the Neighbourhood Plan for Colyton Parish.
- Produce and monitor a project timetable;
- Produce a consultation and engagement strategy, showing how the public will be involved throughout the process;
- Regularly report back to the Colyton Parish Council (CPC)
- Undertake analysis and evidence gathering to support the NP production process;
- Agree, subject to ratification by the CPC, a final submission of the NP;
- Actively support and promote the preparation of the NP throughout the duration of the project;
 - Appoint, direct and monitor Working Groups as necessary to work on specific topics

3. Membership

3.1 The SG will be made up of a cross-section of 12 volunteers from the community, including 3 Parish Councillors appointed by the CPC. The SG and CPC will strive to meet the following representation:-

- 6 volunteer residents of Colyton and the wider Parish
- 3 volunteers resident in Colyford
- 3 Parish Councillors, one of which to be resident in Colyford

3.2 Additional members may be co-opted onto the SG as necessary and agreed at SG meetings.

4. Decision Making

4.1 The SG will have delegated authority from the CPC to develop the NP. The SG will report monthly to the CPC including progress, outlook, issues and proposed actions to overcome any issues. The CPC will approve the Draft NP prior to publication for consultation and independent examination.

4.2 The plan-making process remains in the control of the CPC as the qualifying body. All publications, consultation and community engagement exercises will be undertaken by or on behalf of the CPC with appropriate recognition of the CPC's position given in all communications associated with the project.

5. Meetings

5.1 SG meetings will be scheduled take place monthly. Individual meetings may be cancelled by the Chair if there is insufficient business to warrant a meeting, but meetings must be held at least every two months

5.2 Where possible, all meetings should be held in a public venue within the Parish. Costs will be met by the CPC.

5.3 The SG will elect a Chair, Vice Chair and Treasurer from its membership to remain in those positions until the project is completed. A Secretary should also be appointed who, if not a member of the SG, will not be entitled to a vote.

5.4 The Secretary shall keep a record of meetings and circulate draft minutes to the Steering Group members in a timely fashion, to be ratified at the following meeting. Actions placed at meetings will be summarised and actionees appointed (with closure dates) before the meeting is closed. Ratified minutes will be published i.a.w. CPC practice

5.5 At least three clear days notice of meetings shall be sent to members via the communication method agreed with, and appropriate to, each individual member. A public notice will also be displayed.

5.6 Decisions made by the SG should normally be by consensus at the meetings. Where a vote is required each member shall have one vote. A minimum of four members shall be present where matters are presented for decisions to be taken. A simple majority vote will be required to support any motion. The Chairman shall have one casting vote.

6. Working Groups

6.1 The SG may establish working groups, made up of volunteers from the community to aid them in any Neighbourhood Plan related work.

6.2 Each working group should have a lead person appointed by the SG who will be responsible for reporting back to the SG at the monthly meetings

7. Finance

7.1 All grants and funding will be applied for and held by the Parish Council, who will ring-fence the funds for NP development.

7.2 The SG will notify the Parish Council, advising them of any planned expenditure before it is incurred.

7.3 The SG and Working Group members may claim back any previously agreed expenditure incurred during NP related work.

8. Conduct

8.1 It is expected that SG members abide by the principles and practice of the Parish Council Code of Conduct including declarations of interest, and also in conducting themselves appropriately during SG meetings

8.2 This will be achieved by applying the following principles to be observed by SG members:-

8.2.1 Being clear and open when their SG roles and other interests are in conflict;

8.3.2 Treating everyone with dignity, courtesy and respect regardless of their age, gender, sexual orientation, ethnicity, or religion and belief; and

8.3.3 Actively promote equality of access and opportunity.

Agreed and Adopted at CPNP Steering Group Meeting 11/1/2017

Neighbourhood Planning

“Have a say in the future of your area”

What is a Neighbourhood Plan?

- A community-led planning document.
- It will outline the local aspirations and shape how your area develops over the next 15 years.
- Produced by communities with your local parish/town council.
- Once adopted, holds legal weight when determining planning applications in your area.

What's the benefit?

- Have a say on things like new housing, open space provision and community facilities.
- Start thinking about what makes your village or town a great place to live and work!
- Fosters links within the community and gets people talking to each other.
- Additional investment in your community if you complete a Neighbourhood Plan.

Interested?
For more information please go to our website or contact
Tim Spurway- Neighbourhood Planning Officer
01395 571745
tspurway@eastdevon.gov.uk
www.eastdevon.gov.uk/planning



Reproduced using information contained on the East Devon District Council Website

Colyton Parish Council

NEIGHBOURHOOD PLANNING MEETING

LOCAL ISSUES NEED LOCAL PEOPLE TO SPEAK UP FOR THEM.



YOU could help keep Colyton & Colyford a vibrant, good place to live by attending the Neighbourhood Planning meeting and getting involved.

YOU could be involved in making things happen in the future.

YOU could get local concerns and views about local planning issues brought to the attention of the powers that be.

Wednesday 16th September at 7pm in Colyton Town Hall

Please attend this Neighbourhood Planning meeting and volunteer to join the Committee to help produce the Neighbourhood Plan for the Parish of Colyton.

This Plan will put in place planning policies for the future development and growth of the parish.

It's your parish, your future, come along and have your say in it!

Colyton Parish Neighbourhood Plan Gets underway at The Colyton Christmas Fayre.

The Localism Act requires parish councils to create a Neighbourhood Plans with far more community input than ever before. Once the Plan has been completed it will be the subject of a Referendum in the Parish. The Plan will guide EDDC and others when decisions are made that impact upon the Parish for the next 10 to 20 years.

Here in the Parish of Colyton we have two “major” conurbations being Colyton and Colyford which may have slightly different needs and concerns which are to be represented by separate committees. Each committee will provide, where necessary, separate input to a Steering Group for the Parish as a whole selected from both committees which will prepare the Plan.

On 2nd December in Colyton we have a Christmas Fayre. The Colyton Committee want to use the Fayre as a first opportunity for the residents of Colyton and the outlying areas of the Parish to freely express their ideas, ambitions, concerns and fears for the area in which they live for the next 20 years. I hope there will be a stand in the square, together with Notice Boards in shops in the town where residents will be invited to write what they want so long as it is not defamatory! Rude is OK!

The purpose of the exercise is to “inform” a questionnaire which will then be sent to every resident.

The Committee is drawn from a wide cross section of the community. They are not so arrogant as to think they can cover all aspirations and concerns when preparing a questionnaire hence this exercise which is an important first step.

The Colyford Committee will, I anticipate, carry out a similar exercise shortly.

The Colyton Committee whilst a fair cross section of the community would welcome other members, particularly younger ones. It is the future we are dealing with.

If interested ring me. I am in the phone book.

Colin Chesterton Chairman Colyton Committee

Colyton Parish Council

NEIGHBOURHOOD PLANNING MEETING

LOCAL ISSUES NEED LOCAL PEOPLE TO SPEAK UP FOR THEM.



Still thinking about getting involved - let the clerk know on 01297 552460 or colytonpc@tiscali.co.uk

It's your parish, your future and the future of your family - be part of it.

**Thursday 1st October 7pm,
Colyton Town Hall**

This meeting will see the formation of the Steering Group for Colyton, who along with a subcommittee from Colyford will formulate the Neighbourhood Plan for the Parish to be submitted to EDDC.

This Plan will put in place planning policies for the future development and growth of the parish.

This will be an on-going consultation but we need to know what concerns you and your family and what you want to see in the Neighbourhood Plan for YOUR parish.

We need YOU to let us know what issues are of concern to you - come along and have your say.

Colyton Parish Council

NEIGHBOURHOOD PLANNING CONSULTATION

LOCAL ISSUES NEED LOCAL PEOPLE TO SPEAK UP FOR THEM.



See the posters around the town and in the Library on the 2nd December - give us your views.

It's your town, your future and the future of your family - be part of it.

Throughout December & January - see posters and use the suggestion boxes.

This initial consultation will gather together the issues and concerns which will then be used to put together a questionnaire which will go to all residents in Colyton Parish. Your answers will then help formulate the Neighbourhood Plan for the Parish to be submitted to EDDC.

This Plan will put in place planning policies for the future development and growth of the parish.

This will be an on-going consultation but we need to know what concerns you and your family and what you want to see in the Neighbourhood Plan for YOUR town & parish.

We need YOU to let us know what issues are of concern to you - it could be Housing, Employment, Youth issues, Infrastructure, Welfare, Environment, Education or something else - use the boxes and have your say.

You can also submit the topics that concern you to colytonpc@tiscali.co.uk

We need your views!

Neighbourhood Plan for the Parish of Colyton

We are producing a Neighbourhood Plan to help shape the future of our Parish and its communities. This plan will be put to Parish residents to approve and, once adopted, will have legal status and must be taken into consideration by EDDC and DCC when considering matters which affect us.

Please help us by suggesting topics that are of concern to you and your friends which the Neighbourhood Plan should address.

Other Parishes have addressed Housing, Employment, Youth facilities, Infrastructure, Transport, Education, Tourism, Health, Welfare and the Environment.

This is your opportunity to suggest topics or concerns you would like to be covered by the plan by either writing a note and placing it in the boxes around the town, or by e-mailing colytonpc@tiscali.co.uk

**This is our chance to have more of a say
on the future of our community**

PLEASE USE IT

Colyton Neighbourhood Plan Committee

Closing date for suggestions 31 January 2016

Appendix 10 of Part 1

Colyton Parish Neighbourhood Plan – Community Survey Response 2016/17

Colyton Key Messages (blue = Colyton Survey, red = Colyford Survey)

Natural Environment
<ul style="list-style-type: none">• More flowers, better kept places• Annual review of rivers and flood defences• Visual environment, street furniture, signs, lighting• Better recycling, cardboard collection• Retain trees at Ceramtec site• Great proximity to Wetlands• Access to Jurassic Coast• More dog fouling bins and litter bins

Housing
<ul style="list-style-type: none">• Use brown field sites not to use green field sites• Affordable housing for locals• Culverts, drainage, sewerage problems should be sorted before any more housing• Housing should be appropriate style, density,• Keep housing below 200ft contour• Any new housing must be part on an overall plan with educational, medical, recreational, transport and environment needs taken into account• No new housing near flood plain• Any housing to include bungalows for elderly• Limit further housing at Colyford

Community Services and Facilities
<ul style="list-style-type: none">• Cash Machine• Town Hall cinema• Farmers Market on Sundays• Work with tram to promote Colyton• Keep Bank, Post Office, Surgery• Advertise other local tourist attractions• More Police presence• Make Post Office a Main Office• Co-ordinator to help elderly clear snow/ice• New school on Ceramtec Site with additional parking• Retain strong community spirit• More volunteers to run events• Value Post Office, butchers and village shop• Good choice of public houses• Creation of workshops for arts and crafts• Involve younger people in the community• Good range of clubs and activities in the village• Improved phone signals• Concerns over grammar school expansion

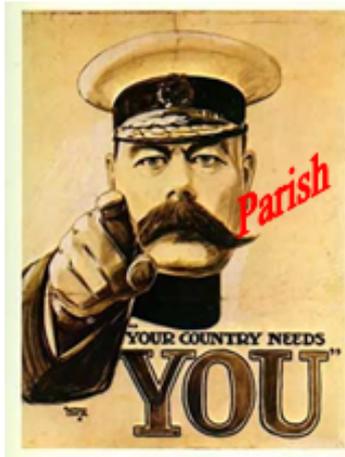
Transport and Travel

- More parking for School
- Road repairs, clearing ditches etc
- More traffic calming
- 20 mph limit
- More car parking facilities
- No all-day parking in Market Place
- Limited parking in Market Place
- Repair minor roads
- Weight /vehicle restrictions
- Slow signs
- More salting/gritting
- One-way system
- Safe foot route from tramway via field footpaths
- Improved public transport required
- Speed reduction through and around Colyford village
- Safety improvements along Seaton Road by Popes Lane
- Safe controlled crossing points along A3052
- Designated parking area for shops
- Lack of footways along A3052 and Seaton Road
- Hardstanding and shelter for school bus stop in Coly Road
- Zebra between CMH and Chapel
- Improve school bus waiting area at the end of The Elms
- Flooding on A3052 adjacent The White Hart
- Hedge trimming alongside roads and footways
- Safety improvements at village gateway from Harepath Hill
- School bus congestion on A3052
- Return of 9.30am X53 bus service
- Improved bus service

Colyton Parish Neighbourhood Plan

NEIGHBOURHOOD PLANNING COMMITTEE MEETING

LOCAL ISSUES NEED LOCAL PEOPLE TO SPEAK UP FOR THEM.



It's your parish, your future and the future of your family - be part of it.

Meeting of the Neighbourhood Planning Committee

Wednesday 23rd March
7.30pm

St John's Hall, King Street, Colyton

This Plan will put in place planning policies for the future development and growth of the parish.
This will be an on-going [consultation](#) but we need to know what concerns you and your family and what you want to see in the Neighbourhood Plan for YOUR parish.

Members of the public are very welcomed to attend & we need YOU to get involved - come along and have a say!

colytonpc@tiscali.co.uk

01297 552460



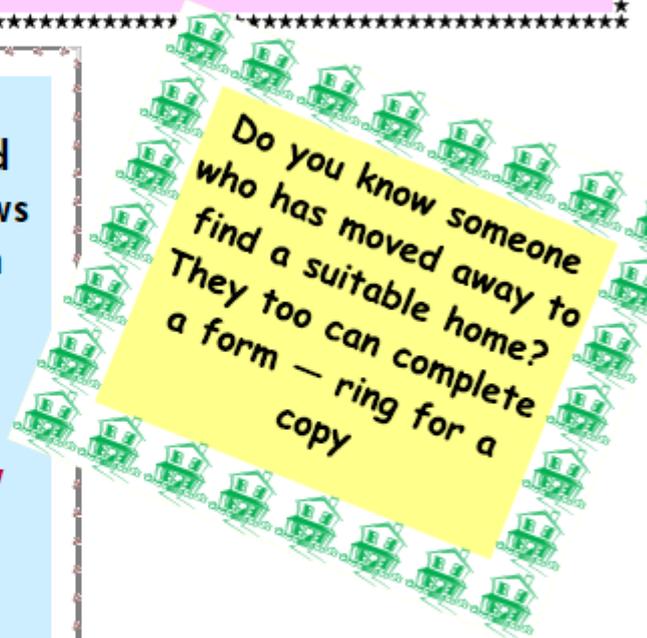
COLYTON Housing Need Survey

IMPORTANT
Arriving through your door SOON !



Your Parish Council would like your views on housing in the Parish

The results of the survey could ensure a supply of affordable housing for local people



Please spend a few minutes filling in the form



Contact Sue Southwell
Rural Housing Enabler
Devon Communities Together
01392 248919



COLYTON PARISH NEIGHBOURHOOD PLAN

The Steering Group is seeking the views of yourself and your business in relation to specific issues and concerns that could or should be addressed as part of our Neighbourhood Plan which relates to both Colyford and Colyton. Other similar businesses and organisations within the Parish are also being contacted to help. Specifically, would you please comment on the following -

WHAT ARE YOUR 2 MAJOR CONCERNS RELATING TO YOUR BUSINESS?

1

2

WHAT WOULD YOU CHANGE IN COLYTON/COLYFORD TO IMPROVE YOUR BUSINESS?

1

2

3

WHAT PLANNING OR RELATED ACTIONS WOULD IMPROVE YOUR BUSINESS?

1

2

ANY OTHER COMMENTS

Thank you for taking the time to consider this note and hopefully for your response. I'll collect any replies within the next 7 days. I cannot emphasise sufficiently how important and welcome ideas and comments would be

David Page, Member, Steering Group, Colyton Neighbourhood Plan

November 2017

Q1 - What are your major concerns relating to your business?

- *Business rates*
- *Lack of support from DCC and EDDC*
- *Business Park poorly signposted*
- *Business Park businesses not included in town centre events*
- *Difficulty in staffing/recruitment*
- *Too busy!!*
- *Maintaining bus services*
- *Maintaining a strong community/younger population decreasing/maintaining rural environment (3)*
- *Larger businesses attracting "our" customers*
- *Slump in automotive investment*
- *Brexit (???)*
- *Recycling or business waste management*
- *New customers locating business*
- *Car parking (2)*
- *Post box near Business Park*
- *Road signs for Business Park*
- *Improve access to where businesses are located*
- *Retail businesses need a local banking facility*
- *No local support for business*
- *Colyton becoming and being seen as a destination for visitors*
- *No signage allowed around the town*
- *Opening of Premier Inn (Seaton) will threaten local hospitality businesses*
- *No restrictions on parking around Market Place*
- *"No room to park in square"*
- *"Shop keepers parking in square NOT CAR PARK"*

Q2 - What would you change in Colyton/Colyford to improve your business?

- *Some limits on parking time around Market Place*
- *Ensure that business is not concentrated on town centre*
- *Signposts to Business Park*
- *Parking in Colyton is poor and people sometimes drive around or thru' Colyton/better free parking/restricted parking at Umborne Bridge/better parking/limited parking on one side of the road in town centre/stop long term parking (all day or all week) in town centre (5)*
- *Better co-ordinate local events/have small business events at weekends? (2)*
- *Avoid having empty shops*
- *Encourage a bakery/deli in town centre or a bistro?*
- *Improve access roads/better access to M5*
- *Better mobile phone reception*
- *Improved access for large lorries on narrow lanes with better maintenance of such roads*
- *Recycling centre on Business Park*
- *Town map in Market Square*
- *Better signage of businesses especially those in obscure locations (2)*
- *Town maps for tourists/visitors*
- *Establish a community bank*
- *Better and more affordable housing for younger people resulting in more local recruitment and spending in local shops, etc.*
- *Make town centre more attractive, tidier and cleaner ("Adopt a pavement scheme") (2)*

- *Better awareness of Colyton in surrounding towns with information supplied to B&B's, etc.*
- *"Parking restrictions from Old Road to New Road"*
- *"Shop keepers asked to park in car park"*
- *"PARKING"*

Q3 - What planning or related actions would improve your business?

- *Remove BUAB for Colyford and encourage housing development/more housing (more customer base)/ensure Ceramtec site is properly developed with good mix including some bungalows (3)*
- *More support from EDDC for business as otherwise area is destined to become swamped with elderly folk and care homes*
- *Improved car parking arrangements/more parking with designated coach parking area/restricted parking at Umborne Bridge/car parking (4)*
- *Rolling maintenance programme of re-painting "on road" signs e.g. slow*
- *Better tourist signage - use brown signs*
- *Safe drop zone for lorry deliveries (post code designated)*
- *Local forum for business with its own website*
- *Town map signs*
- *Allowing people moving into area to improve housing but not if for 2nd home*
- *Maintain green space*
- *Change planning permission requirements for shops outside built-up area relating to selling goods from outside 10-mile radius*
- *Better roads signs detailing where the business areas are*
- *Improve transport links*
- *"Parking restrictions from Old Road to New Road"*
- *"PARKING"*

Any other comments

- *Encourage businesses to become involved with each other by offering loyalty schemes*
- *Encourage town centre cafes/businesses to open over weekends when visitors are present and optimise success of tram*
- *Encourage visitors to appreciate world class businesses such as tramway, wheelwright, tannery, etc./ develop an artisan trail around Colyton (tannery, wheelwright, pottery, micro-brewery, etc*



COLYFORD MEMORIAL HALL

SATURDAY 9TH DECEMBER

9.00AM-2.00PM

COLYTON TOWN HALL

SATURDAY 16TH DECEMBER

9.00AM-2.00PM

**YOUR CHANCE TO HAVE A
SAY ON FUTURE DEVELOPMENT
IN COLYTON & COLYFORD**

Summary of Questionnaire Responses to Homes England’s proposed redevelopment of the Former Ceramtec Factory, Colyton.

122 completed questionnaires were returned. The questions and results are summarised below.

1. Do you consider the former factory site to be an appropriate location for a mixed development comprising housing, employment and public open space?

104 of the 122 responses responded ‘yes’ to this question.

2. Which of the following elements do you think are most important in bringing forward the development of this site?

A range of house types to meet local need – 96 / 122

Adequate parking – 107 / 122

Improvements to footways on Sidmouth Road – 67 / 122

Provision of green public open space – 59 / 122

Employment space – 58 / 122

Other (please explain)

Comments focused largely on two issues – the need for affordable housing and provision of parking for the primary school. Affordable housing for ‘young people’ and ‘local people’ was specifically requested and no holiday lets.

3. What facilities would you like to see provided within the public open space?

Informal open space – 66 / 122

Native hedge and tree planting 84 / 122

Seats/benches – 73 / 122

A community orchard – 44 / 122

Play sculptures/features 41 / 122

Features to enhance wildlife – 84 / 122

Other (please explain)

Suggestions included – dog loos, play area for children, wildlife meadow.

4. Do you think that the proposed house designs are appropriate for the character of Colyton?

Yes 98 / 122

No 24 / 122

5. Do you support the idea of pedestrian friendly street design with low-vehicle speeds on this site?

Yes 120 / 122

No 2 / 122

6. Do you have any other comments on the proposed scheme?

The key themes in relation to comments were as follows;

- The need for affordable housing, especially for young people.
- Traffic/congestion on Sidmouth Road.
- The requirement for parking for the school.
- Concern about the capacity of the existing school to take additional pupils.

7. Do you live in Colyton?

Yes 116 / 122

No 6 / 122

8. Interest in renting a workspace?

7 of the 122 responses responded ‘yes’ to this question.

About 60 copies of the posters (below) were put up around Colyton and Colyford. In addition, a version of the poster was put on the Colyford village website together with a link to the Plan. It was emailed out to residents in Colyford via the 'round robin' and also sent to the Colyford Residents Association.

COLYTON PARISH DRAFT NEIGHBOURHOOD PLAN

IF YOU ARE A RESIDENT OR HAVE AN INTEREST IN THE FUTURE OF COLYTON PARISH WE WOULD WELCOME YOUR FEEDBACK ON THE DRAFT NEIGHBOURHOOD PLAN

1. USE THE COMMENTS SHEET AND POST IN ONE OF THE COMMENTS BOXES IN COLYFORD POST OFFICE, COLYFORD MEMORIAL HALL, COLYFORD CHAPEL, COLYTON LIBRARY, THE PREMIER COLYTON, THE LITTLE SHOP COLYTON.
2. COMMENT ON OUR FACEBOOK PAGE
3. EMAIL colytonpc@tiscali.co.uk
4. WRITE TO THE NEIGHBOURHOOD PLAN STEERING GROUP, COLYTON PARISH OFFICE, TOWN HALL, MARKET PLACE, COLYTON, EX24 6JR
5. WE ENCOURAGE YOU TO COME ALONG TO OUR **CONSULTATION EVENTS** WHERE YOU WILL HAVE THE OPPORTUNITY TO DISCUSS AND COMMENT ON THE DRAFT COLYTON PARISH NEIGHBOURHOOD PLAN.
22 SEPTEMBER 9 – 12 COLYFORD MEMORIAL HALL
29 SEPTEMBER 9 – 12 COLYTON TOWN HALL

DEADLINE FOR COMMENTS IS

SATURDAY 13 OCTOBER AT 12.00 NOON

ALL COMMENTS WILL BE CONSIDERED COLLECTIVELY BY THE NEIGHBOURHOOD PLAN STEERING GROUP BEFORE THE NEXT VERSION OF THE PLAN IS COMPLETED

COLYTON PARISH NEIGHBOURHOOD PLAN

YOUR CHANCE TO HAVE YOUR SAY!

The first draft of the Colyton Parish Neighbourhood Plan is coming to fruition which sets out a vision and aspirations for the future of the Parish over the next 15-20 years.

Neighbourhood plans have to fit with Government policy and the East Devon Local Plan but are seen as an ideal mechanism through which local communities can have a say in the future planning and development of their area.

The Plan has been developed by a team of residents and Parish Councillors with independent professional support. The topics included have been highlighted by the local community through various consultation methods over the last 3 years.

Topic areas and issues raised include: The Natural Environment, The Built Environment and Housing, The Local Economy, Community & Recreational Facilities, Transport, Traffic & Travel, and the Ceramtec Site.

WHAT'S YOUR VIEW?

Now is the time to check that the emerging Neighbourhood Plan deals with the issues that matter to you and to influence the final plan.

COME ALONG TO OUR CONSULTATION EVENTS

COLYFORD MEMORIAL HALL 22 SEPTEMBER 9AM – 12

COLYTON TOWN HALL 29 SEPTEMBER 9AM – 12

PLEASE NOTE: FROM EARLY SEPTEMBER the full Consultation draft of the Neighbourhood Plan will be available at COLYTON LIBRARY, PARISH COUNCIL OFFICES (Colyton Town Hall) COLYFORD MEMORIAL HALL. Also available at www.colyfordvillage.co.uk and www.colytonparishcouncil.co.uk

You can comment on the Plan on our Facebook page or write to Colyton Parish Council, Market Place, Colyton, EX24 6JR or email colytonpc@tiscali.co.uk

DRAFT NEIGHBOURHOOD PLAN – COMMENTS SHEET

Please set out your comments in full on the form below. Your submitted comments will be used in the plan process for the lifetime of the Neighbourhood Plan. Anonymous comments cannot be accepted for this part of the consultation process and a summary of your comments or representation (with your name and organisation if applicable) will be published on the website. Your details will not be used by Colyton Parish Council for any purpose, other than in relation to the Colyton Parish Neighbourhood Plan.

Name

Address

Are you: (please tick box(es) as appropriate:

- Resident of Colyton Parish
- Holiday home in Colyton Parish
- Business in Colyton Parish
- Working in Colyton Parish
- Visitor to Colyton Parish

Please note: All feedback will be collated and considered by the Neighbourhood Plan Steering Group before the next version of the plan is completed.

COMMENTS: (continue overleaf if necessary)

Appendix 21 of Part 1

Written Response to 1st Consultation Version – September-October 2018

	Respondent	Comment	SG Decisions (Nov 18)
Foreword			
1	CVRA	<i>Page 3 Colin Pady is NOT a resident of Colyford. He is a resident of Colyton, but was born and spent many years as a resident of Colyford</i>	Insert: <i>formerly long-term resident of Colyford</i>
Introduction			
2	CVRA	<i>Page 4 It would be preferred if a dotted red line could be added to the Map to show the actual Parish Boundary between Colyford and Colyton. We can provide this information if required</i>	No change
Colyton Parish			
3	CVRA	<i>Para 2.3 Colyton has 3 pubs (not one)</i>	Amend for accuracy
4	CVRA	<i>Para 2.3 amend last line to read: "Colyton has minimal public transport services"</i>	Revise text to read: <i>Colyton has limited public transport services</i>
5	Resident	<i>Colyton now has reduced bus services</i>	Revise text to read: <i>Colyton has limited public transport services</i>
6	CVRA	<i>Para 2.4 After Colyton Grammar School. Add: "Colyford also has minimal public transport services"</i>	Revise text to read: <i>Colyford too has limited public transport services</i>
7	CVRA	<i>Para 2.4 Does not give any detail of Colyford's history, Thomas Bassett and the Magna Carta, Colyford Common (part of the Seaton Wetlands). No mention of the Goose Fayre, children's playground, or employment (e.g. The Patisserie which employs 15 plus employees), Stop Line Way, etc.</i>	An extended description of history is not appropriate, but a small addition relating to Colyford will be inserted
8	CVRA	<i>2.4 – 2.5 The information on pages 14 and 15 of the Colyton Parish NP Local Evidence Report (LER), could be condensed and put in this NP. The LER is no longer available on the Parish Council website.</i>	An extended description of history is not appropriate, but a small addition relating to Colyford will be inserted
9	CVRA	<i>Paras 2.5 - 2.6 Take up half a page of the history and assets of Colyton</i>	Add sentence about industrial base and a rich heritage of Colyford
10	Resident	<i>this page concentrates heavily on history and heritage of Colyton – but not of Colyford</i>	Add sentence about industrial base and the rich heritage of Colyford
Strategic Context			
11	CVRA	<i>Para 3.4 Surely it should be explained here that Colyford is classed as Countryside, with no development allowed except infill between existing properties.</i>	Add to para. 3.4 <i>The rest of the Parish including the village of Colyford ...</i>
12	Resident	<i>Regular consultations – no. One public consultation. This passage was over-hyped.</i>	A personal view. No change
Purpose of the Plan			
13	CVRA	<i>Para 4.3 Statement not agreed, see our comments below.</i>	No change thought necessary although lessons can be learnt about ensuring the consultation reaches all parts
14	CVRA	<i>Para 4.6 There has been minimal consultation in the whole parish, one drop-in Meeting/ Exhibition in both Colyton and Colyford, and one Meeting re car parking with only a few hours' notice of this Meeting. This is the first time that anyone has seen this draft!</i>	No change
15	CVRA	<i>Para 4.7 As stated previously, most references should be singular not plural. We only know of one consultation and one focus group</i>	No change
16	Resident	<i>disagree with much of this, publicity and consultation has been minimal</i>	No change

17	CVRA	<i>Para 4.8 This is the first time we have had the opportunity to comment or contribute, this applies to all residents.</i>	No change
Structure of the Plan			
Vision Aims Objectives			
18	CVRA	<i>Para 6.1 "A vision – for the long-term future of Colyton Parish"</i>	Amend to read: <i>A vision – for the long-term future of Colyton Parish</i>
19	Resident	<i>a vision of Colyton long term future, should be Colyton Parish</i>	Amend to read: <i>A vision – for the long-term future of Colyton Parish</i>
20	CVRA	<i>Para 6.5 Where are the details of 'Community Actions' referred to the Parish Council</i>	No change, but ensure Community Actions list is on the website
21	CVRA	<i>Natural Environment - "Facilitate improved Recycling facilities" – Comment: these have recently been dramatically reduced!</i>	Up-date text relating to policy Coly16
22	CVRA	<i>Housing - Promote affordable housing for local people "in the right places</i>	Reflected in new policy on exception sites
23	CVRA	<i>Community Services and Facilities - Protect existing community facilities and ensure they continue to meet needs "of a larger community"</i>	Add reference to capacity concerns in the overview of Community and Recreation Facilities
24	CVRA	<i>Traffic and Transport - Support public transport initiatives, an urgent increase in these facilities are required</i>	Add: <i>there is concern in Colyford and Colyton about the level/frequency of public transport services to the Traffic and Transport section</i>
25	CVRA	<i>Traffic and Transport - Promote and develop safe cycle and walking routes "including the, as yet unfinished Stop Line Way route through Colyford and Colyton".</i>	Refer in Traffic and Transport section to completion of the Stop Line Way being a community priority
26	CVRA	<i>Businesses and Jobs - Improve pedestrian route from Tramway stations to town "in both Colyton and Colyford".</i>	Refer in Traffic and Transport section to links to both tram stations
Natural Environment – Topic Introduction			
27	CVRA	<i>Para 7.2 3rd line "River Axe"</i>	No change
28	CVRA	<i>Para 7.6 Colyton "Parish" is a popular etc.</i>	Add the word <i>Parish</i>
29	Resident	<i>In this document there has been little mention of The Wetlands which is in part of Colyford and an important factor for keeping the area green. It brings in tourists and used for leisure by many local residents.</i>	Add reference in the Overview to a part of the Seaton Wetlands Reserve being in the Parish
Coly1 Protecting the Natural Environment			
30	CVRA	<i>Para 7.8 Surely this statement allows development around the edge of Colyford village, including the Green Wedge. EDDC stated that Colyford "Countryside" with no development other than infill between existing properties.</i>	Remove para. 7.8
31	CVRA	<i>Paras 7.8 - 7.11 There should be mention here of Greater Horseshoe bat roosts in the Parish, and it is a foraging area for them</i>	Add reference to Greater Horseshoe bat with cross reference to authoritative evidence
32	Resident	<i>this too weak, more protection than this is needed for the Green Wedge</i>	This policy is about the countryside not the green wedge No change
33	Resident	<i>There is scope for the boundary of the East Devon AONB to be brought closer to Colyton and Colyford.</i>	This is not within the scope of the NP No change possible
Coly 2 Woodlands			
Coly3 Public Rights of Way			
34	CVRA	<i>Paras 7.17 - 7.19 There must be a mention of the Stop Line Way cycle/footpath through Colyford and Colyton.</i>	No change here (refer to Stop Line under policy Coly13)

35	CVRA	<i>Paras 7.17 - 7.19 Also, there is no mention of the award-winning Seaton Wetlands Reserve, much of which is in Colyford!</i>	Add reference in the Overview to a part of the Seaton Wetlands Reserve being in the Parish
Coly4 Green Wedge			
36	CVRA	<i>Policy Coly 4 All Paras. Please see the separate response from the CVRA re Green Wedges</i>	Review policy scope and content after consultation with EDDC
37	CVRA	<i>Map 5 The Map details the Green Wedge in Colyton Parish, the text (and Map) should detail that the Southern Green Wedge adjoins the Seaton Parish Green Wedge.</i>	Refer to it being a part of an extended green wedge area in the supporting text
38	Resident	<i>"iii (supporting) development proportionate in scale and type" is a gaping loophole and it would be appropriate to delete it.</i>	Point taken into account when re-drafting the policy
39	Resident	<i>Protection of green wedge between Colyton - Colyford and Colyford – Seaton needs to be a priority</i>	Support for the policy approach noted
40	Resident	<i>It is our opinion in a changing world it is of vital importance to retain those features which are of historical value. In this context, the identity of Colyford as an ancient borough should be maintained therefore the preservation of green wedges is of prime importance. Moreover any threat to Colyford's green wedges would, if successful, threaten the identity of other settlements which, currently are similarly protected. The need to protect green wedges is clearly addressed in the District Council's Plan. Also in the case of the green wedge separating Colyford and Colyton, there is a covenant believed still to be in force, which declares that no structures shall be erected in that area. Thus, to proceed with any development on this area of land would make a nonsense of such aims and objectives.</i>	Support for the policy approach noted
41	Resident	<i>We strongly support the proposed restriction on development in the 'green wedge' as defined in the plan.</i>	Support for the policy approach noted
42	Resident	<i>Map 5 – we notice there is no green wedge protecting the west and south west aspect of Colyford. With the current development in the north of Seaton, creeping ever closer towards Harepath Hill, it would seem appropriate to have some kind of line of defence in place for the west and south west corner of Colyford. The Neighbourhood Plan should be amended to provide protection from such encroaching development.</i>	The area in question is countryside and subject to the countryside policies
Coly5 Local Green Spaces			
43	CVRA	<i>Policy Coly 5 The following need adding to the list: Colyton Allotment Site, Colyford Common (in Seaton Wetlands complex) but in Colyton Parish.</i>	Sites have been assessed as eligible using strict criteria of NPPF
44	CVRA	<i>Para 7.32 St. Michaels churchyard. Amend last word to "village" (not town)</i>	Amend
45	CVRA	<i>Page 24 Map is incorrect "B" Colyford Playpark is not in correct position.</i>	Amend map
46	Resident	<i>local green spaces, heading too weak, when "..... development is ruled out except in very special circumstances". Need a stronger statement of protection here.</i>	Policy wording to be revised
47	Resident	<i>The Elms amenity space is listed. I asked twice at a CPC meeting, also at a NP meeting (and according to the previous document) I was told that residents would be written to, they were not. I am sure it is being so classified for the benefit of residents, so should it be explained to these residents. It is the only one in your list of local green spaces that is within a residential road.</i>	All landowners will be advised that it is proposed to designate their land as LGS All residents have been informed of the policy proposal
Built Environment Heritage & Housing – Topic Introduction			
48	CVRA	<i>Para 8.1 Line 5 "River Axe"</i>	No change
49	CVRA	<i>Para 8.3 Add "Colyford is classed as countryside"</i>	Add to para. 8.3 <i>Colyford is classed as countryside</i>
50	CVRA	<i>Para 8.6 It is dangerous to state that developable sites are available as detailed in the SHLAA, many of these are in the Green Wedge, and were only listed in the SHLAA if the</i>	Re-phrase 1 st sentence of para. 8.6

		<i>landowner was willing to allow his property to be developed. This is a very dangerous statement!!!</i>	
51	CVRA	<i>Para 8.6 The Ceramtec site affordable housing content will only satisfy the short- and medium-term requirements, as long as Homes England are allowed to develop most of the Ceramtec Site.</i>	Consider revising para. 8.6 in the context of policy development for Ceramtec site
52	Resident	<i>74 homes is way too many. The infrastructure does not support that level of housing. The percentage of affordable homes always gets reduced when it gets past planning.</i>	View noted, but NP must conform with the strategic policies of the LP which includes setting a minimum target of dwellings for the neighbourhood area
53	Resident	<i>That for new developments consideration is given to the age of sewage and drainage systems. With particular note to the nature of the severe floods Colyton has experienced. (Failure to note and tailor development within defined drainage systems should result in fines.) The narrow streets of Colyton at times reach gridlock, however it is the road into Colyton that needs consideration. With more housing there will be more traffic, not just household vehicles but more and more delivery lorries/vans as people buy online. As a low wage area, even affordable housing can be out of range of many young families. Even rent-buy properties have proved beyond the pocket of many. Therefore, will there be a demand on developers to, at least, build some properties which could be bought by and rented out by housing associations.</i>	Concerns about infrastructure are noted Development policies will refer to capacity and adequacy of local infrastructure
54	Resident	<i>Many ideas seem good but without the detail i.e. how “reasonable” or “practicable” it’s hard to know what the outcome will be. This is especially true with the houses being built. Plans show a number of stone-face houses, but these will be more expensive so will they end up being built? We don’t have a transport network and are the new roads, buses etc going to be built? I doubt it. Same with general infrastructure: school places. Doctors, NHS dentists. Any provision to increase these?</i>	Concerns about infrastructure are noted Development policies will refer to capacity and adequacy of local infrastructure
Coly6 Sustainable Development			
55	Resident	<i>i) and ii) are much too loose and should be deleted. Iii) and iv) are acceptable</i>	Points will be taken into account when the policy is re-drafted
56	CVRA	<i>Para 8.7 Add “and will only allow infill between existing properties”</i>	No change
57	Resident	<i>Maintain the built-up area boundary for Colyton and strongly support the EDDC Plan affordable housing percentages for any new development.</i>	Support for policy approach noted
58	Resident	<i>Support limited expansion on edge of town boundary – but not in the green wedge or above skyline. Probably wouldn’t have had Burnards Field, Coly Vale or Govers Meadow developments if too rigid.</i>	Support for policy approach noted
59	Resident	<i>No development outside the neighbourhood plan area regardless of restrictions</i>	Policy to be revised to take account of concerns about development outside but adjacent to proposed built-up area boundary
60	Resident	<i>“development within or immediately adjoining the BUAB will be generally supported...” What is the point of a boundary if development is allowed to creep outside it</i>	Policy to be revised to take account of concerns about development outside but adjacent to proposed built-up area boundary
61	Resident	<i>The policy says, “Development within or immediately adjoining the Built-Up Area Boundary will generally be supported”. I consider this to be a dangerous policy, which could lead to uncontrollable and unwanted development outside the Built-</i>	Policy to be revised to take account of concerns about development outside but adjacent to proposed built-up area boundary

		<i>Up Area Boundary of Colyton, and the words “or immediately adjoining” should be deleted.</i>	
Coly7 Ceramtec Site			
62	CVRA	<i>Para 8.12 Last sentence was already quoted earlier in this document.</i>	Revise para. 8.12 in the context of policy development for Ceramtec site
63	Resident	<i>This seems to be an excellent scheme answering the community’s expressed wishes for a) 30% affordable homes b) a large green space c) space for either 47 or, if a second building is required, 97 jobs d) In the likely event that more than 47 jobs are not forthcoming, that allocated area is a possible solution to the car parking issue of the primary school parents dropping off children The community now needs to set up a liaison committee to work with Homes England and then the future developers to ensure good working relationships in the public interest.</i>	Support for Ceramtec development noted
64	Resident	<i>Ceramtec proposal seems well conceived. Suggestion: add an extra lane to Sidmouth Road by Ceramtec site, where the road is very narrow. Possibly, use for parking - reserved for the use of school staff and parents during school hours</i>	Support for Ceramtec development noted Concerns about access and parking will be taken into account when full policy is drafted
65	Resident	<i>Concerns – traffic flow – especially around the bottom of Sidmouth road – it will be a nightmare once Ceramtec is developed.</i>	Concerns about traffic will be taken into account when full policy is drafted
66	Resident	<i>It was good to see the proposal for use of a brown field site at the former Ceramtec factory for housing and small industrial units. My disappointment with this is that it looked as if very little was proposed for improving the Sidmouth Road access to the site, - a missed opportunity! In addition to the parking generally, the Junior School has a very high need to provide short term parking - a facility that Ceramtec very kindly provided, - surely there must be a possibility for a community spirited concern to help this cause!</i>	Concerns about access and parking will be taken into account when full policy is drafted
67	Resident	<i>We broadly support the redevelopment of the CeramTec site provided it is done sensitively, and provisions are made to ensure that local services such as roads, education and sewage can cope. We do not believe the town will generate as many as 100 new jobs and that half the space can be better used to provide school parking. Our immediate concern is that community consultation planned by Homes England appears to be inadequate. We believe that the development is of such importance that a Community Liaison Committee should be set up to liaise between all the parties and ensure that local people’s concerns are heard and dealt with.</i>	Refer suggestion to PC
68	Resident	<i>We strongly support the substantially increased provision of affordable homes that are used for local people (and we are working to that end as members of the management board of the Colyton & Colyford Community Land Trust).</i>	Support for provision of affordable homes is noted
69	Resident	<i>Widening of lower section of Sidmouth Road from Ceramtec entrance to No.1 Western Place, before developers move on to Ceramtec site.</i>	Concerns about access will be taken into account when full policy is drafted
70	Resident	<i>The current position of the BUAB will considerably reduce the amount of affordable housing which can be delivered by this site and may affect the viability of developing the site. Colyton and Colyford Community Land Trust may be able to manage affordable units and use the income generated to manage the green space for the community if the affordable component is of a suitable size and if it is able to obtain sufficient support from the local community and the cooperation of the organisation developing the site. Whilst the case for business use is recognised it is hoped that need will be carefully assessed and planning decisions based on pragmatic rather than ideological considerations.</i>	Aspiration for CCCLT will be taken into account when full policy is drafted

71	Resident	<i>Whilst I support the need for local housing for local people and the opportunities of employment in the area, I am concerned with the impact it will have on surrounding roads. The roads around the town are very narrow and busy. I understand when the previous factory was operational trucks were coming up and down Queen Street constantly. I want to know if the road infrastructure and vehicular access has been considered? Because we have a slope outside our garage cars will drive on the path to overtake. School children also walk along this path potential hazard. For such a big development – the road is a problem which needs to be addressed.</i>	Concerns about traffic will be taken into account when full policy is drafted
Local Economy – Topic Introduction			
72	CVRA	<i>Para 9.1 Colyford has a Patisserie employing 15 plus, an hotel, several bed & breakfast establishments, holiday homes, butchers, PO & general store, 2 pubs, Grammar School and cycle shop and cafe, all providing employment opportunities in addition to agriculture. The Grammar School employs more than 30 persons (teachers and staff)</i>	Add extra references to Colyford employers including Sports Centre
73	CVRA	<i>Para 9.7 Line 2 Add after Cafe, “cycle and repair shop and a wholesale patisserie”.</i>	Add <i>cycle and repair shop and a wholesale patisserie</i>
74	CVRA	<i>Para 9.8 Add to the end of the Para: Distance of the Parish “by private car. There is very limited public transport for any possible commuting purposes”</i>	Add <i>.... by private car. There is very limited public transport for any possible commuting purposes</i>
75	Resident	<i>this page is about Colyton, neglects to mention the businesses in Colyford.</i>	Add extra references to Colyford employers
Coly8 Employment Uses			
76	CVRA	<i>Para 9.11 Why quote Colyford, it is classed as countryside.</i>	Policy applies to both settlements No change
77	CVRA	<i>Para 9.16 Is the countryside not beautiful before the tram leaves Colyford? This needs changing. Tram has gone through the Wetlands (some in our Parish).</i>	Revise text to make plain that the whole of the route is beautiful
78	CVRA	<i>Para 9.16 Next to last line. Bird watching trips in Colyford</i>	No change
Coly9 Tourism Development			
Coly10 Tramway Links			
79	CVRA	<i>Policy Coly 10 at the top of the page, should read Colyton Town Centre, and Colyford village.</i>	Policy amended to cover links to and from both tram stations
80	CVRA	<i>Para 9.17 The tram terminus in Colyton, and station in Colyford are on the edge of town and village.</i>	Amend text to correspond with revised policy
81	CVRA	<i>Para 9.17 Next to last line tramway terminus “and station”.</i>	Amend text to correspond with revised policy
82	CVRA	<i>Para 9.18 The tram only runs in the Spring and Summer with some weekends in the winter. First tram from Seaton is at 10.00am and the last from Colyton at 5.30pm even in peak season. It is expensive to use the tram to commute or for day to day journeys. Currently not feasible at all!!</i>	Delete: <i>of Colyton for day to day journeys</i> Add: <i>more regularly</i>
83	CVRA	<i>Para 9.18 You also fail to mention that the journey passes through the Seaton Wetlands and Colyford Common and would greatly benefit from completion of the Stop Line Way cycle route from Seaton to the A3052 crossing in Colyford and beyond to Colyton.</i>	No change
84	Resident	<i>Tramway is too expensive for daily use by residents</i>	Point noted and reflected in revised text
Coly11 Connectivity			
85	CVRA	<i>Para 9.20 Currently Colyford residents cannot even receive BBC Radio Devon or most DAB Radio Stations, let alone 5G. We receive fibre broadband 35Mbps at standard speed but understand that 76Mbps is also available.</i>	No change
Transport and Travel – Topic Introduction			
86	CVRA	<i>Para 10.1 Colyford is now installing Vehicle Activated Signs (VAS) at the cost to the residents, assisted by the Parish</i>	Add:

		<i>Council and County Councillor, and is currently waiting for the provision of a light controlled Pedestrian Crossing, this is in an effort to improve traffic calming.</i>	<i>... and installing Vehicle Activated Signs (VAS).</i>
87	CVRA	<i>Para 10.3 After- is a matter of concern. Add, "There is no pedestrian pathway" to the Para</i>	No change
88	CVRA	<i>Para 10.3 Add "especially for Colyton Grammar School in Colyford where there are 15 buses approximately on the A3052 and adjacent roads twice per day, causing severe disruption to traffic flow and as bus engines are not often switched off when they are stationary, severe air pollution in the area of the bus stop"</i>	No change
89	Resident	<i>10.3 pavements to, also, include lack of pavement in Seaton Road. There aren't any on either side between exit of Stop Line Way and the shop.</i>	Point is covered in a general way – too many specifics to list them all No change
90	CVRA	<i>Para 10.4 There are not several regular bus services in both Colyton and Colyford, there are only 2, the 885 Seaton to Axminster "shuttle" which does not run in the rush hour, and bus 20 Seaton to Taunton, via Honiton 3 times a day. No good for commuting. Bus services here have been dramatically reduced over the last 2 years, and now it is very difficult and long winded to get to Exeter Hospital. The tramway is not suitable to use as public transport to Seaton. There is no Sunday public transport at all.</i>	Amend to read; <i>...a limited but regular bus service.</i> Refer to lack of regular direct service to Sidmouth and Exeter Mention no trams in winter
91	CVRA	<i>Para 10.5 The Stop Line Way route has not yet been funded or built through Colyford and Colyton, and there is no real sign of any positive progress.</i>	No change
92	CVRA	<i>Para 10.6 Bullet Point 4 Add "including completion of the Stop Line Way cycle and pedestrian route to connect Colyton, Colyford and Seaton together for access".</i>	No change
93	Resident	<i>We strongly support the need to tackle Colyton's traffic and parking issues.</i>	Support noted
94	Resident	<i>There has been no reference in this document of air pollution, given the current concerns nationally and internationally regarding pollution and climate change, this should be taken seriously, and all aspects of pollution should be included in the NP document. I am concerned about the pollution caused by traffic. In Colyton there is traffic congestion in the town centre; delivery vans/lorries that park and ride the engines and reverse in and out. Colyton town centre is enclosed by buildings allowing pollution to build up. In Colyford there are up between 12-15 school buses that arrive and depart in both directions through the village, they park and idle their engines for sometimes up to 45 minutes, then because they block the road other traffic is queuing behind causing yet more toxic fumes. The residents have to endure this twice a day every day during term time. The idling of engines is supposed to be illegal, so if this were stopped then pollution could be reduced. Not only does this contribute to global air pollution it also risks the health of local residents. Also, other forms of pollution should be included in the NP document, such as plastic and domestic fires i.e. wood burning. Also, public transport needs to be significantly improved to lessen the use of private cars. NB. It is acceptable to include pollution in a neighbourhood plan, it has been done! It would demonstrate Colyton Parish's responsible thoughts for the future wellbeing of the country and of word issues.</i>	Tackling existing pollution from vehicles is outside the scope of the NP Refer matter to PC Ensure policies for new development include reference to preventing harm or nuisance from pollution
95	Resident	<i>Bus service from Colyford and Colyton not fit for purpose; apart from 885 from Axminster to Seaton, very poorly served, not feasible to use the tramway</i>	Point noted and referred to in general way in revised introductory text
96	Resident	<i>No buses to travel further afield i.e. Exeter and Sidmouth hospitals. Timetable does not allow for return journey.</i>	Include reference in introduction

97	Resident	<i>No apparent consideration of improvements to parking facilities/control of parking in Colyton. Impact of Ceramtec redevelopment would add to this. It may be 5 minutes away from centre but some of it without a footpath and already heavy traffic and illegal parking around Queen Street area making it hazardous. We desperately need some speed restrictions and large vehicle restrictions to make the town safe.</i>	Concerns noted
98	Resident	<i>Living on Govers Meadow we have some concern over the amount and speed of various vehicles that use the road which seems mainly as a cut through between Dolphin Street and south street. Govers Meadow is a residential road with a 30mph max. speed limit with a fair amount of parked cars on both sides of the road at certain times. In the short time that we have lived there the number of vehicles using the road seem to have increased with very few who seem to observe the 30mph speed limit and drive with care. A number seem to treat it as a main road and drive accordingly and at times treat it as a motorway/race-track for which a speed limit is of no concern. At times walking Dolphin Street can also be a bit of a hazard in those parts without a footpath with vehicles driving quite fast so as to avoid giving way to oncoming vehicles especially in the narrow parts of the road. The only 30mph limit signs seem to be on the outskirts of the town with no reminder signs within the town. Whilst I would not like to see a town full of signs some reminders in my opinion are necessary and would be helpful as would an authoritative enforcement of the speed limit. As other Devon towns and villages have done a 20mph speed limit could be considered for the local roads within the town area until a 30mph speed limit is appropriate. As I am aware no serious accidents have happened to date but this can only be due to the vigilance of pedestrian and the luck of drivers as I have seen some very near misses. I feel sure that these concerns must also apply within other areas of the town and to the concern of other residents. I must add that I am a car driver myself with many years' experience of both cars, vans and motor cycles.</i>	Concerns noted
Coly12 Public Transport			
99	CVRA	<i>Para 10.8 Add: After frequented by local people, "and suitable public transport services are provided which actually go to places that residents want to visit, such as Exeter and Sidmouth hospitals". None of the currently available bus services are suitable for commuting to work.</i>	Add ... and suitable public transport services are provided which actually go to places that residents want to visit.
Coly13 Walking and Cycling Routes			
100	CVRA	<i>Para 10.11 Add: "such as the hoped for Stop Line Way path".</i>	No change
101	Resident	<i>Could consideration be given to making footpath from Coly Vale to Colyford by river hard surfaced; easier to walk to Colyford when muddy and avoid walking on main road.</i>	It is facilitated by policy Coly14 – include reference to potential in supporting text
102	Resident	<i>Colyford has a lack of continuous pavements and what there is, is narrow. Also, one cannot travel out of the village in any direction on foot without having to walk on the road.</i>	Reference included
103	CVRA	<i>Para 10.10 Line 4: Add after Stop Line Way through the Parish, "especially Colyford".</i>	No change
104	CVRA	<i>Para 10.11 Add: "There is also a lack of footway on the A3052 from The White Hart to Coly Road, and from Popes Lane to Gully Shoot".</i>	Add extra sentence referring to: lack of footway on the A3052 from The White Hart to Coly Road, and from Popes Lane to Gully Shoot
105	CVRA	<i>Para 10.13 "Colyford has less of a problem of insufficient pavements". Not true, residents cannot walk or cycle to or from Colyford on pavements, they are non-existent including</i>	Delete: Colyford has less of a problem of insufficient pavements

		<i>the road from Colyford to Colyton. There is no continuous pavement on either side of the A3052 through the centre of Colyford, therefore several crossings of this road are required to get from Cownhayne Lane to Gully Shoot</i>	Add: <i>In Colyford crossing the</i>
106	Resident	<i>If the footpath along the river was upgraded to an all-weather surface, it would make a pleasant walkway between Colyton and Colyford.</i>	Include reference to potential in supporting text
107	Resident	<i>The consultation document makes scant mention of the problem of the A3052 in Colyford. This main road has a seriously damaging effect on the community, with poor footpath provision along much of its length and, most significantly, no footpaths at all at the East and West - it is dangerous and occasionally frightening. At the west end of the village a footpath should be constructed between Popes Lane and Gully Shoot - with single lane and traffic lights/chicane at the Popes Lane end. At the east end of the village the road should also be reduced to single lane with a footpath over the bridge and past the White Hart pub - here lights would be needed coordinated with the tram crossing. These alterations would mitigate the road safety problems, calm the traffic and provide pedestrian links to the river walk between Colyford and Colyton and between Colyford and the Harepath Road to Seaton. The existing footpaths along the A3052 within Colyford should also be improved. Similar changes have been carried out at many other locations, including at the South Street entrance to Colyton, at Axmouth and at Weycroft, where the conflict between vehicles and pedestrians is no more, and perhaps less, dangerous than at Colyford. The suggested changes are probably costly but should be high priority - the existing arrangement is extremely unsatisfactory and it is unreasonable that the community at Colyford should have to tolerate conditions which others do not.</i>	References will be made to the issues mentioned
Coly14 School Traffic			
108	CVRA	<i>Para 10.15 Add: "the Primary School and Colyton Grammar School based in Colyford".</i>	Add: <i>based in Colyford</i>
109	CVRA	<i>Para 10.15 Parking for the Primary School is only required for 10 minutes in the morning and the same in the afternoon, at Drop Off and Pick Up by parents' cars. About 90% of all students at the Grammar School do not live locally and require privately hired transport (mainly double decker buses and coaches) or parent collection by car.</i>	Delete sentence at end para. 10.15
Coly15 Public Car Parking			
110	CVRA	<i>Para 10.19 It is almost impossible for residents of Colyford to shop in Colyton as a direct result of there being no Parking facilities. Surely Market Place should be one-hour parking only, with no return in 2 hours, to improve the situation for all residents of both Colyton and Colyford. Many vehicles owned by local businesses are parked in Market Place themselves.</i>	No change
111	CVRA	<i>Paras 10.21 - 10.22 Out of town parking should be encouraged but not at the expense of the loss of affordable housing on the Ceramtec site. Surely, the parking available at the Peace Memorial Playing Fields could be encouraged and possibly increased in size?</i>	Matter addressed with revise public parking policy
112	Resident	<i>Car parking within Colyton needs addressing. Possibly another car park on either Coly Road between RSC and Ham Lane or on the Ceramtec site.</i>	Support for the policy is noted
113	Resident	<i>Parking availability and current parking facilities were briefly referred to generally in Colyton, but as no obvious solution was available, appears to be "glossed" over. Current parking, both longer term in Dolphin Street car park and kerbside is inadequate for current levels of use. With around 74 new houses, plus more commercial traffic vehicles added, there</i>	Support for the policy is noted

		<i>could well be a minimum of 70+ cars extra, even if they stay on their allocated parking space, (should it be provided in the development). Other towns are realising now that inadequate parking and unreliable public transport drives people away to out of town locations. The highest priority, in my opinion, is to keep our retail facilities alive in the centre of town. Please don't let us lose what we already have!</i>	
114	Resident	<i>The existing car park could have far more spaces if it was re-designed and a 'herring bone' design was used.</i>	Refer suggestion to PC/EDDC
115	Resident	<i>Provision of additional car parking space will involve capital investment and income from charges and/or other endowment will be needed to make such an area sustainable. If such capital expenditure is not forthcoming, then careful management of the existing spaces will be required bearing in mind the following considerations Disincentives to parking in the centre of Colyton could harm local businesses Residents need suitable parking in proximity to their homes Technology can be used to enforce parking including the use of limited free parking. Changes in provision without suitable enforcement are likely to result in abuse and frustration Short vehicle journeys within Colyton/Colyford should be discouraged in those who are able to make them on foot/cycle. There is also an issue of parking on Swan Hill Road adjacent to Colyford Post Office & Stores. Parking restrictions here would severely impair passing trade for the businesses here and should be avoided. Careful consideration should be given to the junction priority where Seaton Road joins Swan Hill Road e.g. as a mini roundabout so that traffic emerging from Seaton Road (which can have very poor visibility to the left) would have priority over traffic travelling in an easterly direction on Swan Hill Road, this would also serve to calm traffic on the A3052. Traffic emerging from Seaton Road may have to substantially obstruct the westbound carriageway to obtain adequate visibility to the left.</i>	These are management issues that are generally outside the scope of the NP Refer them to PC
116	Resident	<i>Huge increase in parked cars in King Street hampers tractors, large vans etc. Please, resident-only parking</i>	Refer suggestion to PC
Community and Recreation Facilities – Topic Introduction			
117	CVRA	<i>Para 11.1 Line 5. Memorial Hall (not village hall), Church, Colyton Grammar School, should have capital letters.</i>	Amend as suggested
118	CVRA	<i>Para 11.1 Line 6. As well as Post Office, General Store, and Butchers (not just a shop)</i>	Add: ... together with butchers and post office
119	CVRA	<i>Para 11.2 Both Seaton and Axminster Community Hospitals are under threat of closure, plus Honiton Hospital, with a lack of public transport to Exeter is a concerning outlook for the future.</i>	Add: ...although the future of community hospitals is in doubt
120	Resident	<i>Needs to be a stronger statement. The community needs to have hospital services retained locally and the beds returned.</i>	Revised text will cover matter
121	CVRA	<i>Para 11.4 Add: at end "based in Colyford the Grammar School is selective, and the majority of pupils come from outside the local area". It is no longer there solely for the education of children from Colyford.</i>	Edit quote Add: based in Colyford the Grammar School is selective, and the majority of pupils come from outside the local area
122	Resident	<i>you quote "for the goodly and virtuous education of children of Colyton forever", but the majority of children at CSG travel mainly from other counties, certainly from many miles away.</i>	Edit quote
123	CVRA	<i>Para 11.5 After Colyton Leisure Centre. Add: "based in Colyford"</i>	Add: based in Colyford

124	CVRA	<i>Para 11.5 Line 6 After 3 pubs in Colyton Add, "and 2 in Colyford"</i>	Refer to 2 pubs in Colyford
125	Resident	<i>With a large part of East Devon set for an increase in housing, could there be a demand for developers to create funds for expansion of clinics within Seaton/Axminster/Honiton hospitals? Possibly with a re-opening of some wards to relieve the huge pressure on the RDE. Finally, what level does population increase mean we need more practitioners? The popularity of schools in East Devon, particularly Colyton Grammar School, King School Ottery and Woodroffe at Uplyme, will undoubtedly attract families into the area. what consideration can be given to the expansion of existing primary schools.</i>	Refer suggestion to PC
126	Resident	<i>From a purely practical point of view the absence of a primary school in the village, together with any medical services in the village (Colyford) would add to the problems of families with young children and others who would necessarily have to commute to Colyton; since the road between Colyford and Colyton is clearly not suitable for pedestrian traffic i.e. no footpath.</i>	Concerns about sustainability issues at Colyford noted
Coly16 Community Horticulture			
127	Resident	<i>We support the use of redundant land for community horticulture including a community composting initiative.</i>	Support for aspects of policy noted
128	Resident	<i>Allotment provision should be based on demand and effective management and utilisation of existing provision. Community Composting would entail capital and ongoing expenditure in terms of site and regulation and is unlikely to be viable. The existing EDDC Green bin collection could be more widely promoted. Whilst composting may have good environmental benefits including traffic reduction it does raise important health and safety issues and careful supervision to ensure appropriate use.</i>	Policy revised to reflect concerns
Coly17 Sports and Recreational Areas			
129	CVRA	<i>Policy Coly 18 The last few words on Page 39 should read "will not be supported" full stop. Criteria i to iii and i to iv should be deleted</i>	Revise policy to take account of community representations, which accord with the CVRA response
130	Resident	<i>Remove all words after "supported" including all bullet points</i>	Revise policy as suggested
131	Resident	<i>Sports and recreation, but the facilities for adults at CGS are already under threat, it is vital to retain these facilities for local residents.</i>	Include reference to increased school use being likely
132	CVRA	<i>Para 11.15 typo in last line delete "that" add "than"</i>	Already amended
133	CVRA	<i>Para 11.15 The recreation facility is owned by the Grammar School who also use the facility and wish to increase daytime and term time use.</i>	Include reference to increased school use being likely
134	CVRA	<i>Para 11.16 The children and youth of Colyford are unable to make use of these facilities unless delivered and collected by car!!</i>	Add to para. 11.14: ..address the accessibility problem
135	CVRA	<i>Page 42 Colyton Leisure Centre is misplaced on the Map</i>	Double-check map's accuracy

NP Pre-Sub Version	CVRA Proposals	WG Deliberations
<p>Policy No. Coly4 Green Wedge Development proposals in the designated Green Wedge area (shown on Map 5) will not be supported unless it can be demonstrated that no harm to the character or purpose of this area will occur and development is:</p> <p>i. for the purposes of agriculture, horticulture or forestry; or</p> <p>ii. within the curtilage of a site that is already in residential or employment use; and</p> <p>i. proportionate to its location in scale and type; and</p> <p>ii. complies with the requirements of Strategy 8 of the East Devon Local Plan.</p>	<p>Policy No. Coly4 Green Wedge Inappropriate development in the designated Green Wedge areas (shown on map 5) is considered to be harmful to the integrity and purpose of the Green Wedge and will not be supported.</p> <p>The construction of new buildings in the Green Wedge is regarded as inappropriate except where</p> <p>Development proposals in the designated Green Wedge area (shown on Map 5) will not be supported</p> <p>unless it can be demonstrated that no harm to the character or purpose of this area will occur and development is only:</p> <p>i. for the purposes of agriculture, horticulture or forestry; or</p> <p>ii. within the curtilage of a site that is already in residential or employment use; and</p> <p>iii. proportionate to its location in scale and type; and</p> <p>iv. complies with the requirements of Strategy 8 of the East Devon Local Plan.</p>	<p>The CVRA policy change proposal attempts to limit development to that which is not inappropriate. The obligation of a NP is to take a <u>positive approach</u> to sustainable development, unless the impacts would significantly and demonstrably outweigh the benefits.</p> <p>The CVRA policy proposal refers to “buildings” and does not deal with other types of development.</p> <p>Working Group’s decision: no change should be made to the current draft policy.</p>
<p>Para. 7.20</p> <p>The Green Wedge designation was supported by Colyton Parish Council when it was proposed and is still considered to be relevant and important. It serves several important functions that are not dissimilar in purpose to a green belt i.e.</p> <ul style="list-style-type: none"> • to prevent neighbouring settlements from merging into one another • to assist in safeguarding the countryside from encroachment • to preserve the setting and special character of the area and its historic settlements 	<p>Para. 7.20</p> <p>The Green Wedge designation was supported by Colyton Parish Council when it was proposed and is still considered to be relevant and vital important. It serves several important functions that are not dissimilar in purpose to a green belt where the essential characteristics are their openness and permanence i.e.</p> <ul style="list-style-type: none"> • to prevent neighbouring settlements from merging into one another • to assist in safeguarding the countryside from encroachment • to preserve the setting and special character of the area and its historic settlements <p>The Green Wedges are a finite resource and considered to be the minimum land mass required to define the separate settlements of Colyford and Colyton. Once developed, Green Wedge land can never be replaced. Hence it is considered to be of paramount importance by the local community.</p>	<p>The proposed re-wording by the CVRA introduces an adjective, “vitality”, that would be hard to defend. It refers to “openness” being an essential characteristic, which seems to disregard the value of wooded area.</p> <p>The proposed CVRA re-wording also implies that the green wedges define settlements; they do not.</p> <p>Working Group’s decision: To accommodate the views of the CVRA it was agreed to re-word para. 7.20 as follows:</p> <p><i>“The Green Wedge designation was supported by Colyton Parish Council when it was proposed and is still considered to be relevant and of significant importance. It serves several vital functions that are not dissimilar in purpose to a green belt i.e.</i></p> <ul style="list-style-type: none"> <i>• to prevent neighbouring settlements from merging into one another</i> <i>• to assist in safeguarding the countryside from encroachment</i> <i>• to preserve the setting and special character of the area and its historic settlements</i> <p><i>The green wedge areas are an important local planning designation and considered to be the minimum required to ensure the separation of local settlements.”</i></p>
<p>Para. 7.21</p> <p>Policy Coly4 is an endorsement of the Local Plan Policy S8, but makes it plain that, whilst isolated new development or incursions into the green wedge area will be resisted, we recognise there may be a need and justification for minor development in the interests of ensuring that existing properties and businesses within the Green Wedge can continue to function properly.</p>	<p>Para. 7.21</p> <p>Policy Coly4 is an endorsement of the Local Plan Policy S8. but makes it plain that, Whilst isolated new development or incursions into the green wedge area will be vigorously resisted, we recognise there may be a need and justification for very minor development in exceptional circumstances but only where strong community support can be evidenced.</p> <p>Development proposals, other than</p>	<p>The proposed CVRA re-wording introduces matters that are difficult to define: the adverb “vigorously”; the concept of “very minor”; and the requirement that development proposals “must demonstrate they are imperative to the continued sustainability and viability of the existing rural economy.....”.</p> <p>Working Group’s decision: no change should be made to the current text.</p>

	<p>small extensions to existing premises, must demonstrate they are imperative to the continued sustainability and viability of the existing rural economy or existing residential properties within the Green Wedges. The adverse impacts inherent in such development must be very substantially outweighed by the benefits.</p>	
<p>Policy No. Coly8 Exception Site Housing Development Proposals for housing development outside the built-up area boundary will only be supported if it is demonstrated that: i. it is on a small site and would provide affordable housing for local need, that is evidenced in accordance with Local Plan Strategy 35; and ii. it will not have a harmful visual impact on its setting or the landscape; iii. it conserves or enhances the character and appearance of the area; and iv. where relevant, it brings redundant or vacant historic buildings back into beneficial re-use. A small number of market homes may be permitted where this is essential to enable the delivery of affordable units.</p>	<p>Policy No. Coly8 Exception Site Housing Development Proposals for housing development outside the built-up area boundary will only be supported if it is demonstrated that: i. it is on a small site and would provide affordable housing for local need, that is evidenced in accordance with Local Plan Strategy 35; and ii. it will not have a harmful visual impact on its setting or the landscape; iii. it conserves or enhances the character and appearance of the area; and iv. where relevant, it brings redundant or vacant historic buildings back into beneficial re-use; and v where there is clear evidence that housing need cannot or will not be met on other, more appropriate sites, and wherever possible, on brownfield land in the plan area, A small number of market homes may be permitted where this is essential to enable the delivery of affordable units.</p>	<p>The CVRA policy proposal, an additional criterion, seems to redefine what is meant by a rural exception site, which are sites that “<i>would not normally be used for housing</i>”. (See end of schedule for NPPF definition.) Working Group’s decision: no change should be made to the current draft policy.</p>
<p>New para.</p>	<p>New Para 8.19 Where new homes are proposed they should be designed to complement and enhance the built environment in the Plan area and seek to address urgent climate change issues in a meaningful way. All homes should be compliant with current specifications for Passive House or zero carbon construction in order to provide high quality, low carbon accommodation which is economical to run and has a minimal adverse impact on the environment.</p>	<p>The new paragraph proposed by the CVRA places an obligation on the developer that would likely be considered unreasonable. Working Group’s decision: To accommodate the views of the CVRA it was agreed to add a paragraph as follows: “New homes should be designed to address climate change issues in a meaningful way. We will encourage developers to achieve compliance with current specifications for passive house or zero carbon construction in order to provide high quality, low carbon accommodation.” This is better placed as para. 8.16 to apply to all housing development.</p>
<p>Policy No. Coly10 Employment Uses Development proposals to provide employment opportunities in predominantly residential areas, including the creation of live-work units, will be supported provided that the proposals: i. do not involve the loss of a dwelling; ii. contribute to the character and vitality of the local area; iii. do not harm residential amenity; and iv. do not adversely impact upon road safety.</p>	<p>Policy No. Coly10 Employment Uses Development proposals to provide employment opportunities in predominantly residential areas, including the creation of live-work units, will be supported provided that the proposals: i. do not involve the loss of a dwelling; ii. contribute to the character and vitality of the local area; iii. do not harm residential amenity; and iv. do not adversely impact upon road safety; and v. do not conflict with Policy Coly4.</p>	<p>The CVRA’s proposed policy change, to delete reference to live-work units, removes the reference to an acceptable form of mixed-use development, which was supported during community consultation. The CVRA also proposes, to add an additional criterion cross-referencing another policy. This is not necessary. All relevant policies would apply to all development proposals i.e. policy Coly4 applies to all development proposals that affect the Green Wedge. Working Group’s decision: no change should be made to the current draft policy.</p>
<p>Para. 9.9 Maintaining a healthy local economy is important. Encouraging small enterprise and facilitating more home-working are important facets of our</p>	<p>Para. 9.9 Maintaining a healthy local economy is important to encourage and sustain increased economic and financial independence. There is a significant</p>	<p>The CVRA propose additional text for para. 9.9 that is not directly related to policy Coly10. Reference to the overall employment situation and the local economic strategy (which does not exist in an “approved” form) would be better</p>

<p>economic strategy. We are encouraged by the NPPF (para. 83) to take a positive approach to sustainable new development and “support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well -designed new buildings”.</p>	<p>shortage of much needed well paid employment for young people and families within the Parish to assist in addressing the affordability issues preventing many young households from accessing appropriate housing. Encouraging small rural skills based enterprises, creative and internet based tech enterprises, and facilitating more collaborative tech hubs and home-working are important facets of our economic strategy to establish a diverse, sustainable and vibrant economy. We are encouraged by the NPPF (para. 83) to take a positive approach to sustainable new development and “support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well -designed new buildings”. The provision of the right type of employment and training opportunities, housing and social infrastructure at the right time and in the right location is of great importance to the long term economic sustainability, health, and wellbeing of the Parish community.</p>	<p>addressed in the ‘Overview’, if further context was thought necessary. The strong final strategy statement proposed by the CVRA goes beyond the scope of the policy and, arguably, beyond the scope of a land-use plan. In land-use terms it raises significant questions that would need to be addressed i.e. what is the right type? What is the right time? And what is the right location? Working Group’s decision: no change should be made to the current text.</p>
<p>Policy Coly10 supports development that creates business space and activity, that would not be regarded as “main village centre uses”, within the rest of the settlement areas of Colyton and Colyford, as long as such development does not result in the loss of a dwelling, is of an appropriate scale and is generally adjudged to be compatible with its location.</p>	<p>9.11 Policy Coly10 supports development that creates business space and activity, that would not be regarded as “main village centre uses”, within the rest of the current built up settlements areas of Colyton and Colyford, as long as such development does not result in the loss of a dwelling, is not located within the Green Wedge, is of an appropriate scale and is generally adjudged to be compatible with its location.</p>	<p>The CVRA propose additional text for para. 9.11. Use of the word “<i>built-up</i>” should be avoided because it has a policy connotation (term used in policy Coly6). It could also complicate matters to imply that the green wedge may include part of the settlement area. Working Group’s decision: no change should be made to the current text.</p>
<p>Para. 10.3 Pavements in the centre of Colyton are either narrow or non-existent. Residents are quite used to sharing the road with motor and other vehicles. This is not such a problem, as long as those in charge of the vehicles recognise and respect this. In the village of Colyford, the lack of continuous footways alongside the busy A3052 and footways being less than a metre wide in parts, is a matter of concern. In both settlements the traffic and parking associated with the schools is an on-going issue.</p>	<p>Para. 10.3 Pavements in the centre of Colyton are either narrow or non-existent. Residents are quite used to sharing the road with motor and other vehicles. This is not such a problem, as long as those in charge of the vehicles recognise and respect this. In the village of Colyford, the lack of continuous footways alongside the busy A3052 and footways being less than a metre wide in parts, is a matter of concern. In both settlements the traffic and parking associated with the schools for periods at the start and end of the school day during term time is an on-going issue.</p>	<p>The CVRA propose additional text for para. 10.3, that suggests the school parking problem is limited to “<i>periods at the start and end of the school day during term time</i>”. This is considered to under-state the problem. Working Group’s decision: no change should be made to the current text.</p>
<p>Policy No. Coly16 School Traffic Development proposals to ease traffic congestion around local schools will be supported provided they do not have an adverse impact on: i. local character; ii. residential amenity; iii. highway safety; and, iv. flood risk (including local surface water flooding). Permeable materials for surface parking areas should be used where practicable.</p>	<p>Policy No. Coly16 School Traffic Development proposals to ease traffic congestion around local schools will be supported provided they can demonstrate strong community support, deliver sustainable and financially viable permanent solutions and do not have an adverse impact on: i. local character; ii. residential amenity; iii. highway safety; and,</p>	<p>The CVRA policy proposal introduces requirements that would be difficult to define, explain and/or justify. What would constitute “<i>strong community support</i>”? It could be considered unreasonable, let alone unnecessary, to prove that any school parking solution was “<i>financially viable</i>”. Reference to the green wedge is unnecessary as the matter is covered by policy Coly4. Working Group’s decision: no change should be made to the current draft policy.</p>

	<p>iv. flood risk (including local surface water flooding) and</p> <p>v. the Green Wedge.</p> <p>Permeable materials for surface parking areas should be used where practicable.</p>	
<p>Para. 10.15</p> <p>The traffic generated by local schools at the beginning and the end of the school day for either Colyton Primary School or Colyton Grammar School based in Colyford, and the lack of an adequate dedicated parking area for the Primary School, have been recognised as major problems/nuisances, for some time.</p>	<p>Para. 10.15</p> <p>The traffic inconvenience and congestion generated by traffic at local schools for short periods at the beginning and the end of the school day for either in the vicinity of Colyton Primary School or and Colyton Grammar School based in Colyford, and the lack of an adequate dedicated parking area for the Primary School, have been recognised as major problems/nuisances, for some time.</p>	<p>The CVRA proposes revised and additional text for para. 10.15.</p> <p>Causing an “<i>inconvenience</i>” to some, is not a strong justification for not allowing something. “<i>In the vicinity</i>” understates the extent of the problem.</p> <p>Working Group’s decision: no change should be made to the current text.</p>
<p>10.16 There is however no simple and straight-forward solution. Discussions have been held with the schools to explore ways to alleviate the problems in the interests of safety and the relief of localised congestion. Part of the solution is changing travel to school habits and managing drop-off and pick-up traffic. But the use of land for coach parking, staff and visitor parking, parents’ drop-off, walking routes etc is probably necessary if an effective and permanent plan is to be put in place.</p>	<p>10.16 There is however no simple and straight-forward solution. Discussions have been held with the schools to explore ways to alleviate the problems in the interests of safety and the relief of localised congestion. Part of the solution is changing travel to school habits and managing drop off and pick-up traffic in more effective and innovative ways. But the use of land for coach parking, staff and visitor parking, parents’ drop-off, walking routes etc is probably necessary if an effective and permanent plan is to be put in place.</p> <p>The use of limited areas of land, in suitable locations outside the existing school curtilage to provide parking and drop-off/pick- up facilities, walking routes and possibly staff and visitor parking for the primary school in Colyton or for measures to alleviate the congestion at the beginning and end of the school day in Colyford may be appropriate. This would only be supported if effective and sustainable proposals could be identified. These must be appropriate in composition and proportionate in scale to the inconvenience encountered by local residents. Proposals which would result in the erosion of the AONB or Green Wedge will not be supported.</p>	<p>The CVRA proposes revised and additional text for para. 10.16. It does not seem to add a great deal to the existing text, but it does introduce concepts that may be difficult to explain or justify e.g.</p> <p>What is meant by “<i>limited areas</i>”?</p> <p>How can “<i>proportionate in scale to the inconvenience</i>” be determined?</p> <p>The green wedge “<i>erosion</i>” point is dealt with by policy Coly4.</p> <p>Working Group’s decision: no change should be made to the current text.</p>
<p>Para. 10.17</p> <p>The Parish Council will continue to liaise with the schools, the highways authority and other interested parties in the hope of arriving at a viable and deliverable scheme for both schools that will help alleviate the traffic congestion and parking obstructions and reduce the nuisance experienced by residents near the schools. Policy Coly16 is aimed at facilitating workable solutions for Colyton and Colyford that have the community’s support and will help realise the aspirations of the NPPF (para. 110) to create places that are safe, secure and attractive and which minimise the scope for conflicts between pedestrians, cyclists and vehicles.</p>	<p>Para. 10.17</p> <p>The Parish Council will continue to liaise with the schools, the highways authority and other interested parties in the hope of arriving at a viable and deliverable scheme for both schools that will help alleviate the traffic congestion and parking obstructions and reduce the nuisance inconvenience experienced by residents near the schools. Policy Coly16 is aimed at facilitating workable solutions for Colyton and Colyford that have the community’s strong support and will help realise the aspirations of the NPPF (para. 110) to create places that are safe, secure and attractive and which minimise the scope for conflicts between pedestrians, cyclists and vehicles.</p>	<p>The CVRA proposes minor changes to the text of para. 10.17.</p> <p>As referred to above, “<i>inconvenience</i>” to some, is not a strong justification for not allowing something, whilst “<i>nuisance</i>” is often taken into account in planning decisions.</p> <p>Again, the CVRA introduces the concept of “<i>strong</i>” support from the community, which is difficult to define.</p> <p>Working Group’s decision: no change should be made to the current text.</p>

Consultation for Neighbourhood Plan



The emerging Colyton Parish Neighbourhood Plan (NP) will be offered to the community for final stage comments over coming weeks. Over recent months, the steering group and its independent consultant have been finalising policies and responding to comments. Progress has been delayed due to the requirement to carry out a Strategic Environmental Assessment and a Habitats Regulations Assessment using independent consultants appointed and funded by Locality (a Government body). With that work almost complete, the NP will be ready for final stage comment from statutory bodies and the community. Paper and electronic copies will be widely available on the Colyton Parish Council (CPC) website and at various locations including the CPC office Colyton Town Hall, Library, St Andrews, Colyford Chapel and the Filling Station Cafe in Colyford. Please take time to view and comment.

NEIGHBOURHOOD PLAN ENTERS FINAL STAGES

The latest version of the Colyton Parish Neighbourhood Plan has completed its independent environmental assessments ([Click Plan](#)). This now opens the way to the final public consultation stage, which will run from early September to mid October. During that period you will be able to view the plan in its final draft form on the Parish Council website. Paper copies will also be available from the office. Comments will then be collated and any necessary amendments made before the Plan is put to a local referendum by May 2021. A simple majority of those voting is needed for the Plan to be adopted.

Praise for Neighbourhood Plan team At their September meeting, Parish Councillors praised the Neighbourhood Plan Steering Group for its hard work in producing the draft plan tabled for release to public consultation. Opinion was divided on whether a detailed review by councillors should now take place, known errors corrected and any amendments approved by council incorporated prior to its release. Councillors voted 6 – 5 to approve a motion to release the draft plan as presented and without amendment for Section 14 public consultation. Detailed proposals on how to conduct this consultation during the current COVID 19 national emergency in a safe but inclusive and accessible manner were being finalised as this newsletter went to press.

Neighbourhood Plan consultation closes

Despite the restrictions of COVID-19, an extended statutory Regulation 14 public consultation of the draft Neighbourhood Plan (NHP) was concluded on 14 December. All comments will now be reviewed by the NHP Steering Group and individual councillors prior to a full meeting of the Parish Council early next year to debate and agree what changes to incorporate. Thank you to all members of the parish who took part in the consultation process and to EDDC for their advice and production of hard copies.

Colyton Parish Neighbourhood Plan Regulation 14 Public Consultation Notice

In accordance with Neighbourhood Planning (General) Regulations 2012, Part 5, 14(a)-(c), notice is given that a formal pre-submission public consultation on the Draft Colyton Parish Neighbourhood Plan will start at **9am on Monday 5th October 2020 for a 10 week period.**

About the Plan

The Colyton Parish Neighbourhood Plan (the Plan) has been created through listening to the views of residents and businesses. The Plan will provide a means of guiding, promoting and enabling balanced sustainable change and growth within the Parish.

Colyton Parish Council invites comments on the Draft Plan. All responses received will be considered by the Neighbourhood Plan Steering Group and the Parish Council to produce a revised version of the Plan which will then be submitted to the Local Planning Authority for examination by an independent examiner.

Viewing the Draft Plan and Commenting on it

The draft Neighbourhood Plan along with other evidence base documents and comments form will be found at colytonparishcouncil.co.uk

A hard copy along with a comment form can be posted to your home upon request to the Parish Clerk, either email colytonpc@tiscali.co.uk or call 01297 552460.

You may comment on the Plan preferably by

- Completing the online comments form
- Completing the paper form and submitting in the response box or posting or handing it in to Colyton Parish Council, Feoffees Town Hall, Market Place, Colyton, EX24 6JR

Alternatively, you may submit your written comments in any form, but you must include your name, organisation (if applicable) and postcode for these to be accepted.

All comments will be publicly available and identifiable by organisation (where applicable).

All comments must be received by **5pm on Monday 14th December 2020**

Colyton Parish Council

October 2020

Appendix 25 of Part 1

Comment Form for Neighbourhood Plan (Regulation 14 Consultation)

NEIGHBOURHOOD PLAN COMMENT FORM

All information is available online at:

www.colytonparishcouncil.co.uk

**Colyton Parish Neighbourhood Plan
Regulation 14 Consultation**

OFFICIAL USE ONLY
DATE REC'D:

9am Monday 5th October 2020 – 5:00pm Monday 14th December 2020

The information you provide will be held on a database and used to assist in the preparation of planning documents.

The information will be used in accordance with the Data Protection Act (2018) and the data privacy policies of Colyton Parish Council.

We regret that we are unable to process any responses supplied without contact details.

Please tick as appropriate:

Responding as an Individual	<input type="checkbox"/>	
Responding on behalf of an Organisation	<input type="checkbox"/>	Organisation:
Agent Responsible on behalf of a Client	<input type="checkbox"/>	Client:

Please complete in BLOCK CAPITALS

		Agents details (if applicable)	
NAME:		NAME:	
JOB TITLE/DEPT:		JOB TITLE/DEPT:	
ORGANISATION:		ORGANISATION:	
ADDRESS:		ADDRESS:	
POST CODE:		POST CODE:	
EMAIL:		EMAIL:	

Comments must be received no later than 5:00pm on Monday 14th December 2020

Comments received after this time may not be considered

Please return to the Parish Clerk
By email: colytonpc@tiscali.co.uk

By post or in person to:
Colyton Parish Council
Feoffees Town Hall
Market Place, Colyton
EX24 6JR

OFFICIAL USE ONLY
REFERENCE:
DATE REC'D:

Please tick/complete as appropriate:

Do you wish to:

Comment	
Support	
Object	

Are your comments:

General	
Specific	

If your comment is specific, to which Section/Policy does it refer;-
Page/ Section
Policy No.

Please make your comments here and indicate any changes you are seeking. Additional sheets may be attached to this form:

Appendix 26 of Part 1

Contact List and Letter (Reg. 14 Consultation) sent to Local Groups, Businesses and Organisations

Local Groups	Shops	Businesses
Colyton Newsletter	Colyton Pharmacy	Ashdown Touring Caravan Park
Colyton Link	Vintage Shed	Leacroft Touring Park
Colyton Feoffees	Needlesharp	Hedge End Hideaways
C&C Community Land Trust	Chandos Books	Hardys Hill B&B
Colyton Heritage Centre	Devon Carpets	Coombe House B & B
Colyton Football Club	Colyford Cycles	The Wheelwright
Colyton Short Mat Bowls Club	Colyton Butchers	The White Hart
St Andrews Church	Soanes Cycles	The Kingfisher
Friends of St Andrews	Colyton Kitchen Shop	The Gerrard Arms
Friends of Colyton Library	Dolphin House Gallery	The Colcombe Castle
Peace Memorial Playing Field Committee	The Little Shop	Colyton Memorial Social Club
Colyton Theatre Group	Colyton Garden Shop	Doveleigh Care Homes
Colyton History Society	Farms and Agricultural Services	Colyton Abbeyfield
Colyton & Colyford Memory Cafe	Farwood Barton	Elmwood Residential Home
Men's Breakfast Club	Roadpit Farm	S G Auto Repairs
Colyford Groups	Hornshayne Farm	Colyton Garage
Colyford Village Residents Association	Barritshayes Farm	CRW Accountants
Colyford Mayor	Roadgreen Farm	J & F J Baker
Colyford Village website	Logshayne Farm	Rebel Town Travel
Colyford Round Robin	Downhayne Farm	The Old Bakehouse
Biodanza	Lillylake Farm	Next Phase Electricals
Colyford Newsletter	Colcombe Farm	Seaton Tramway
Line Dancing	Shiphay Farm	M J Rowland & Son Wheelwrights
East Devon Dance Academy	Nunsford Farm	P Millman, Electrician
Colyton and District Garden Club	Hedge End Farm	Heritage Caravan Services
Axe Valley National Trust	Whitwell Farm	Darren Smith
Axe Valley Pedlars	Ashdown Farm	Coly Electricals
Messy Church /Noah's Ark Playgroup	Bonehayne Farm	
French – L Jackson	Gatcombe Farm	
Local Facilities	Laudeshayne Farm	
Colyton Library	Rockerhayne Farm	
Colyton Medical Centre	Holyford Farm	
Reece-Strawbridge Youth Centre	Local Landowners and Developers	
Colyton Grammar School	Fulfords	
Colyton Primary School	Symonds & Sampson	
Colyton Caterpillars	Northcott Building Contractors	
Axe Valley Ring and Ride	Gordon & Rumsby	
	E J Dayment Construction	

Dear XXXXXXXXXX

Colyton Parish Neighbourhood Plan - Regulation 14 Pre-Submission Consultation

I am writing to inform you that the Pre-Submission Consultation on Colyton Parish Neighbourhood Plan will take place between 9am Monday 5th October 2020 and 5pm on Monday 14th December 2020.

You are invited to comment on the Neighbourhood Plan which can be viewed, together with associated documents and comment form, here:

<https://www.colytonparishcouncil.co.uk/index.php>

The formal notice of the Regulation 14 Pre-Submission Consultation, which contains full details of how to comment, is below.

Colyton Parish Neighbourhood Plan Regulation 14 Public Consultation Notice

In accordance with Neighbourhood Planning (General) Regulations 2012, Part 5, 14(a)-(c), notice is given that a formal pre-submission public consultation on the Draft Colyton Parish Neighbourhood Plan will start at **9am on Monday 5th October 2020 for a 10 week period.**

About the Plan

The Colyton Parish Neighbourhood Plan (the Plan) has been created through listening to the views of residents and businesses. The Plan will provide a means of guiding, promoting and enabling balanced sustainable change and growth within the Parish.

Colyton Parish Council invites comments on the Draft Plan. All responses received will be considered by the Neighbourhood Plan Steering Group and the Parish Council to produce a revised version of the Plan which will then be submitted to the Local Planning Authority for examination by an independent examiner.

Viewing the Draft Plan and Commenting on it

The draft Neighbourhood Plan along with other evidence base documents and comments form will be found at colytonparishcouncil.co.uk

A hard copy along with a comment form can be posted to your home upon request to the Parish Clerk, either email colytonpc@tiscali.co.uk or call 01297 552460.

You may comment on the Plan preferably by

- Completing the online comments form
- Completing the paper form and submitting in the response box or posting or handing it in to Colyton Parish Council, Feoffees Town Hall, Market Place, Colyton, EX24 6JR

Alternatively, you may submit your written comments in any form, but you must include your name, organisation (if applicable) and postcode for these to be accepted.

All comments will be publicly available and identifiable by organisation (where applicable).

All comments must be received by **5pm on Monday 14th December 2020**

Colyton Parish Council

October 2020

Appendix 27 of Part 1

Summary of Community Response to Regulation 14 Consultation

Ref.	Substance of Comment:	Interpretation and Reaction:	NPSG Response
	GENERAL		General
3	We would like to applaud the huge amount of time and effort which the Steering Group has put into this comprehensive Neighbourhood Plan. We very much support the intention to promote sustainable change, whilst protecting our beautiful environment at a time of climate crisis.	Supports the NP	No change necessary as a result of this comment.
4	I would like to thank the Colyton NP Steering Group for their efforts and hard work in compiling this complex document. It has been a difficult task for the Steering Group, and it is now up to the Community to comment. It is much easier to comment on a document produced by other people, but this should be accepted as positive comments to ensure that the final edition of the NP is as correct as is possible. I do realise that this is a long document, but with the intention of making positive comments, (some of which may appear to be negative), to facilitate the Neighbourhood Plan to go forward to the Regulation 16 study.	Welcomes the opportunity to comment	No change necessary as a result of this comment.
5	I am in complete agreement with the whole of the document: Bravo to the team that must have worked hard to produce this.	Supports the NP	No change necessary as a result of this comment.
6	I formally object to this version of the plan going forward to referendum for the following reasons: It is vitally important that we prevent any further coalescence between these three settlements: Seaton, Colyton and Colyford and we should give high priority to help retain the character of the area.	Objects to the NP because it fails to prevent any further coalescence	Take objection into account when reviewing policies relating to Green Wedge
7	Some of the maps contained in the document are of poor quality and definition and hard to decipher, especially for me being unfamiliar with the wider Parish.	Criticises quality of maps	Ensure maps are of appropriate quality
8	I would like to offer my thanks to everyone for the obvious hard work that goes in to producing such a document and hope that my comments are helpful and constructive. Colyton Parish, including Colyford, deserves a strong plan to promote and protect its integrity and allow it to flourish in the future.	Supports the NP	No change necessary as a result of this comment.
9	I would like to thank the steering committee for their hard work in putting this, mostly balanced and well thought out document together.	Supports the NP	No change necessary as a result of this comment.
10	It is my understanding that regarding planning the Parish Council should be acting as a check and balance to EDDC planning processing, passing comment with its unique local knowledge and perspective. I would suggest within Neighbourhood Plan some method be outlined of double check on at least the top 5 ideals requirements be made that the Parish Council members would check upon with accuracy..... I would be interested in a response to including some outlined form essential basic checks within	Calls for monitoring regime to be put in place to ensure the NP has positive impact	Include more detail of plan monitoring and implementation in Section 12

	neighbourhood plan and who or what the process is.		
11	ensure that where personnel are mentioned within it they are accurately described CVRA	Raises question about current position of some members of the SG	Review and up-date SG members list
12	The definition of all these maps should be improved to make them readable. CVRA	Criticises quality of maps	Ensure maps are of appropriate quality
13	I call upon the members and planning officers of the East Devon District Council to ensure that any proposals to change the present Green Wedges between Colyton, Colyford and Seaton within the Neighbourhood Plan cannot be exploited by future developers.	Stresses importance of Green Wedge	Recognise importance of Green Wedge
14	In policy Coly16 one of the adverse impact items is 'flood risk' (including local surface water flooding). This item should be included in the impact list of other policies – Coly4, Coly6, Coly7, Coly 8, Coly9. There are a lot of areas in Colyton/Colyford where the natural drainage of water could be affected by any development, causing local flooding. This may not always be apparent to any developer.	Emphasises the importance of minimising flood risk	Ensure policies address the matter of flood risk appropriately
15	not enough mention of the Green Wedge Area or protect it.	Stresses importance of Green Wedge	Recognise importance of Green Wedge
16	The neighbourhood plan is a very useful piece of work and the members of the team that has prepared it are to be commended. The purpose of the plan is to provide no more than a framework within which the parish can progress. It would be a huge pity if, once completed, it is then left to gather dust. I urge the Parish Council to highlight priorities that now need to be pursued and assign small task groups to achieving the specific ambitions set out in the plan.	Calls for monitoring regime to be put in place to ensure the NP has positive impact	Include more detail of plan monitoring and implementation in Section 12 including reference to relationship between NP LP and NPPF
16	I would like to thank those who prepared the document for their hard work and attention to detail.	Supports the NP	No change necessary as a result of this comment.
18	Thank you for all the hard work that has gone into producing this draft document.	Supports the NP	No change necessary as a result of this comment.
19	I wish to support the Colyton Parish Neighbourhood Plan 2018-2031 and commend the Steering Group for all their hard work in compiling it.	Supports the NP	No change necessary as a result of this comment.
20	I would like to say I think the Plan is very good and I wholeheartedly support it.	Supports the NP	No change necessary as a result of this comment.
21	Thank you to all involved in pulling this together.	Supports the NP	No change necessary as a result of this comment.
22	First off, may we show appreciation and respect for all the work that has been put into preparing the pre-submission version of the plan especially by the members of the Neighbourhood Plan Steering Group. Overall, we are supportive of the majority of the proposed aims/ objective and associated policies set out in the draft plan.	Supports the NP	No change necessary as a result of this comment.
23	I hope these suggestions are appropriate with the consultation framework and thank you once again for your work to ensure that our Parish continues to be a vibrant and viable community for all age groups, whilst continuing to preserve what makes the Parish "a uniquely characterful and caring place to live and work"	Supports the NP	No change necessary as a result of this comment.

30	Thank you so much for the opportunity to read through the Neighbourhood Plan pre submission version. What an excellent plan, diverse and through and clearly representing a massive amount of hard work. Well done to you and your team. I think the phrase 'fair and worthy vision for the future' is a challenging brief.	Supports the NP	No change necessary as a result of this comment.
31	It is well researched, well thought and very well and clearly presented plan. The Parish Council are to be congratulated.	Supports the NP	No change necessary as a result of this comment.
32	I generally support the proposal. I feel it is vital that there is no encroachment of the green wedge.		No change necessary as a result of this comment.
33	The Neighbourhood Plan Steering Group are to be congratulated on their sterling work to bring this plan into being. authoring a document of this complexity is an immensely challenging task. The responsibility of review and amendments has been made much easier by the quality of the work.	Welcomes the opportunity to comment on the NP	No change necessary as a result of this comment.
34	General I am in full support – well done	Supports the NP	No change necessary as a result of this comment.
35	Friends of Colyton Library are in support of this Plan. Well done – thank you. Friends of Colyton Library	Supports the NP	No change necessary as a result of this comment.
36	I feel the Council needs to plan more carefully. I walk and cycle all around this beautiful area and see how neglected things are. Verges, lay-bys, roads, drains. To put another road and bus/lorry park would cause more upkeep (money you may not have). The green wedge to be destroyed, it just opens up planning and there will be lots of issues. Schools, doctors, parking and more pollution. Yes, it is a wonderful area to live in, but if more thought is not given, it's the next generation that will inherit a shambles. Could the money be spent on what causes most upset to most residents, our high street? Speed cameras, traffic lights at school times and maybe a crossing.	Points out matters of concern and calls for more action and investment	Refer comment to Parish Council Include in a list of community suggestions published on the website with a weblink in the NP
37	...hoping that the Parish Council will take note and support ideas given to resolve certain problems all related to land use with the aim of making Colyton and Colyford a better place to live attractive for young families and retired folk.	Supports the NP	No change necessary as a result of this comment.
38	An assessment has been carried out with respect to National Grid's electricity and gas transmission assets which include high voltage electricity assets and high-pressure gas pipelines. National Grid has identified that it has no record of such assets within the Neighbourhood Plan area.	No records of assets in the area. Does not make any specific comment on the current version of the NP.	No change necessary as a result of this comment.
	COVER		Cover
39	Title page does the start date of 2018 need to be updated?	Questions use of 2018 as start date	Change start date to 2020
	FOREWORD		Foreword
40	Note: there are also a few errors in the overall plan which must be corrected for the next version, mainly to do with the historical changes of status of personnel involved with creating the plan, these should be easy to address.	Calls for the position and roles of members of the SG to be reviewed	Review and up-date SG members list
41	Page 3 Caroline Collier is no longer a Parish Councillor	Calls for the position and roles of members of the SG to be reviewed	Review and up-date SG members list

42	...the plan needs to be reviewed to make sure it is up to date and factual and changes made to correct these errors.	Suggests that the NP needs some correcting and up-dating	Ensure the NP document is subject to a thorough review
43	In the acknowledgment Caroline Collier is shown as a parish councillor, this is not correct	Calls for the position and roles of members of the SG to be reviewed	Review and up-date SG members list
44	Page 3 Caroline Collier is no longer a parish councillor	Calls for the position and roles of members of the SG to be reviewed	Review and up-date SG members list
45	Page 3 Caroline Collier is no longer a parish councillor	Calls for the position and roles of members of the SG to be reviewed	Review and up-date SG members list
46	Page 3 – Caroline Collier listed as Parish Councillor – no longer the case	Calls for the position and roles of members of the SG to be reviewed	Review and up-date SG members list
47	A new Foreword will be required for the submission version.	Recognises that the Foreword will require some re-writing	Prepare a Foreword suitable for the submission version of NP including reference to NP status
48	it would be more becoming to acknowledge the contribution of all those who have been members of the Steering group	Suggests that the SG list is incomplete	Review and up-date SG members list to include all those that have been members
SECTION 1			Section 1
49	Para 1.1 The map is of very poor definition.	Says Map 1 is unclear	Seek help from EDDC to ensure all maps are of appropriate quality
50	map 1 should read Colyton parish neighbourhood plan	Calls for title of map to be changed	Use the name that EDDC used when it designated the neighbourhood area
51	... change map 1 to Colyton parish neighbourhood area for consistency	Calls for title of map to be changed	Use the name that EDDC used when it designated the neighbourhood area
SECTION 2			Section 2
52	Para 2.1 Add after Colyford, “a village”, (population circa 800) etc.	Wants to emphasise that Colyford is a village	Add “a village”
53	Para 2.1 – Colyton is described as a town thus Colyford should be described as a village	Wants Colyford to be described as a village	Add “a village”
54	Para 2.1 States that Colyton is a small town, it should also be made clear in this paragraph that Colyford is a village. CVRA	Wants Colyford to be described as a village	Add “a village”
55	Page 5 Para 2.4 that straddles the main road “the A3052” etc.	Wants to include main road number	Add “A3052”
56	Para 2.4 – The main road should be described as the A3052 for clarity.	Wants to include main road number	Add “A3052”
57	Para 2.4 It should state that Colyford straddles the main road which is the A3052. CVRA	Wants to include main road number	Add “A3052”
58	Maps 2 and four have poor resolution and detail is not easy to see at larger magnification. map 3 is better.	Says some maps are of poor quality	Seek help from EDDC to ensure all maps are of appropriate quality
59	2.4 Colyton Grammar School is now an Academy Trust	Points out the Grammar School is an Academy Trust	Refer to Grammar School as an Academy Trust
60	Section 2 should read Colyton Parish today	Want section title changed	Change title
61	2.2 change to read “the roads within the parish are otherwise small country roads and lanes ”.	Wants to add “roads and”	Add “roads and”
62	2.2 no mention that the B 3161 has no public footway between Colyford and Colyton a key feature which should be highlighted	Wants to mention lack of footway between Colyton and Colyford	Add reference to lack of footway along B3161
63	2.4 citing the A3052 as a lifeline and then a problem is not agreed. To single this out is not appropriate without also raising the problems of Colyton roads which are arguably more acute.	Wishes to emphasise problems of several roads	The extent and nature of problems with the roads is better detailed when relevant to the NP in the Transport Section 10.
64	2.4 the heritage of Colyford is not being afforded the same weight as that of Colyton. No mention of Magna Carta ancient Boris status the election of a mayor status of residents as burgesses and their collective ownership of land assets. clear	Want to go into detail about Colyford’s heritage credentials	The degree of historic detail that was necessary and relevant to a land use document was discussed at length during the drafting of an earlier version of the NP.

	need to include these key differences between town and village both as something to be celebrated and preserved.		No further change necessary as a result of this comment.
65	Section 2 general suggest this section would be better reordered so that 2.3 2. 4 and 2.5 are presented as a continuum followed by a separate more expensive paragraph on Colyford. This could then be followed by a listing common features such as extensive network of public footpaths Coly River and tramway.	Calls for more descriptive text about Colyford	The degree of detail that was necessary and relevant to a land use document was discussed at length during the drafting of an earlier version of the NP. No further change necessary as a result of this comment.
SECTION 3			Section 3
66	Paragraph 3.3 – as the Villages Plan was adopted as part of the East Devon Development Plan in July 2018, so it is no longer accurate to say EDDC has recently completed preparing it. EDDC	Calls for para. to be up-dated	Up-date para 3.3
67	3.8 this is factually incorrect the Parish Council does not have an established planning position.	Questions the accuracy of para 3.8	If the para is approved by the PC – it has confirmed that it has an established position on many of the local planning issues. No further change necessary as a result of this comment.
68	3.11 second line replace “would” with “could” since it is impossible to prejudge any beneficial merit until such proposals are tabled.	Suggests “could” is a safer position to take	Change “would” to “could”
SECTION 4			Section 4
69	Page 8 Para 4.3 I do not agree that the Steering Group have “consulted widely”!! In many aspects, such as the younger generation, there has been no consultation at all!!	Questions the extent and efficacy of local consultation	Set out the breadth and depth of consultation undertaken in the required Consultation Statement Include appropriate reference in NP
70	Page 9 Para 4.8 The Steering Group did not “welcome comments and contributions from all quarters”, in actual fact, this was resisted!!	Questions the extent and efficacy of local consultation	Set out the breadth and depth of consultation undertaken in the required Consultation Statement Include appropriate reference in NP
71	Para 4.3 there has been no meaningful consultation with younger people or people with disabilities in the parish at all. There has also been no feedback from the two organised consultation events in Colyton and Colyford about how people who took part commented, until this draft was recently made public. CVRA	Questions the extent and efficacy of local consultation	Set out the breadth and depth of consultation undertaken in the required Consultation Statement Include appropriate reference in NP
72	Page 8 no real consultation as stated. Did not consult widely	Questions the extent and efficacy of local consultation	Set out the breadth and depth of consultation undertaken in the required Consultation Statement Include appropriate reference in NP
73	Para 4.6 I felt that the consultation process was weak and patchy – did not adequately communicate with local residents. Could have done much better.	Questions the extent and efficacy of local consultation	Set out the breadth and depth of consultation undertaken in the required Consultation Statement Include appropriate reference in NP
74	Have the needs of the disabled been addressed? Were disabled residents consulted specifically as to their needs within the Parish when drawing up the plan? Were under18s consulted when drawing up the plan? What would our young people like to see happening in our Parish’s future?	Questions the extent and efficacy of local consultation	Set out the breadth and depth of consultation undertaken in the required Consultation Statement Include appropriate reference in NP

75	Para 4.8 States a desire to welcome comments and foster discussion and debate within the community, however the experience of the community has been the opposite of this, efforts to have meaningful discussions between the Steering Group and the community has been met with resistance, implying that comments from the community were unwelcomed. CVRA	Claims the SG have been resistant to comments and suggestions form the community at large	Set out the breadth and depth of consultation undertaken in the required Consultation Statement Include appropriate reference in NP
76	Very little indication that consultation has taken place with young children who will be the most affected with this plan, such as youth groups, footballers, skate park users etc	Questions the extent and efficacy of local consultation	Set out the breadth and depth of consultation undertaken in the required Consultation Statement Include appropriate reference in NP
77	Page 9 para 4.2 do we need to mention EU obligations post 31/12/20?	Questions reference to EU obligations	A neighbourhood plan must be compatible with EU obligations, as incorporated into UK law, in order to be legally compliant. The wording in para. 4.2 is still one of the basic conditions laid down by statute. Check statute and include link before submission
78	Para 4.2 is reference to EU obligations still necessary?	Asks if reference to EU obligations is still necessary	This is still one of the basic conditions laid down by statute No change necessary as a result of this comment.
79	Para 4.7 pages on the website? What pages? Minutes of steering group meetings were often not displayed for many months and some even now are not available.	Criticises efficiency in dissemination information	Seek improvements to website before NP is submitted Refer to PC
82	4.2 delete 4th bullet as UK no longer a member of the EU	Calls for one of the basic conditions to be deleted	It remains one of the basic conditions laid down by statute. Check statute and include link before submission
83	4.4 title page sets the time frame of the plan as 2018 to 2031. Fifth paragraph talks vaguely of a 15-20 years' time frame which is it? Will it be subject to review? what happens if government policy changes? This section should therefore point the reader to section 12 where these issues are addressed.	Suggests timescale referred to should be amended	Reference to the time horizon in para 4.4 should be shortened and explained.
SECTION 5			Section 5
84	Para 5.8 Presumably the "Consultation Statement" will be produced after the Regulation 14 process is completed?	Asks about the Consultation Statement	This document is in production and will accompany the submission version of the NP. Para 5.8 will be revised to include a link to the Consultation Statement.
85	Para 5.8 Mentions a "Consultation Statement". When will this be produced and will it be made publicly available? CVRA	Asks about the Consultation Statement	This document is in production and will accompany the submission version of the NP. Para 5.8 will be revised to include a link to the Consultation Statement.
86	5.6 amend "should be considered" to read "shall be considered" to ensure compliance.	Suggests change of wording	It would be inappropriate to be so dogmatic. No change necessary as a result of this comment.
SECTION 6			Section 6
87	Approved Aims and Objectives There is no aim for car electric charging Points. No aim for a Carbon Neutral requirement for the Parish.	Points out that some matters are not covered specifically in the approved aims and objectives	The Aims and Objectives were 'approved' by the PC following consultation. Up-date to refer to carbon neutrality and indicate change was made following Reg. 14 consultation

88	Approved aims and objectives – The greatest aim must be for a carbon neutral Parish. A “Green” Parish.	Calls for carbon neutrality to have primacy	Note view and refer comment to PC
89	Approved Aims and Objectives: There is no reference to an aim to make the Parish ‘Carbon Neutral’. This section needs to acknowledge there is a need to stop burning fossil fuels and transfer the housing stock to renewable solutions such as air or ground source heat pumps in conjunction with the introduction of insulation, underfloor heating and solar panels. There is also no reference to the provision of electric vehicle charging points, which after recent government announcements will be needed in the near future. CVRA	Points out this section 6 does not refer to carbon neutrality and practical actions that could be taken to this end	The Aims and Objectives were ‘approved’ by the PC following consultation. Up-date to refer to carbon neutrality and indicate change was made following Reg. 14 consultation The ‘call’ for action should be referred to the PC for its consideration in the context of the ‘climate emergency’ debate.
90	Para 6.4 Also workshop held in 2017 was confined to Steering Committee members and invited members of PC and invited members of the community – your words from minutes. Not open to members of the local community who might like to have participated.	Points out that the Workshop had limited participation	The Workshop was limited because of space and time, but the outcomes were shared with the community as a whole to comment on. No change necessary as a result of this comment.
91	Where the word sustainable is used it is important that it includes carbon reduction targets in addition to policies which mitigate the effects of climate change. The box on page 12 transport and travel might also contain a reference to the promotion of alternative fossil fuels in relation to sustainable targets the following may be helpful.	Points out that some matters are not covered specifically in the approved aims and objectives	Up-date Aims and Objectives to refer to carbon neutrality and indicate change was made following Reg. 14 consultation
92	Page 12 built environment and housing box - why is there no reference to Whitford in relation to green wedge designation?	Points out that some matters are not covered specifically in the approved aims and objectives	The Aims and Objectives were ‘approved’ by the PC following consultation. They should not be changed as a result of this comment.
93	The document identifies a number of serious issues but does not appear to propose any firm actions or proactive measures to deal with these. In my view the problems for Colyton and Colyford that require urgent solutions include: 1 Lack of market housing that is affordable..... 2 Shortage of equity share housing..... 3 A shortage of local tradespeople artisans retained fire crew youth leaders and the like resulting in part from the inability to purchase a house locally. 4 Severe shortage of parking and no safe drop off area for the primary school. 5 Lack of off-street parking in many areas for residents..... 6 There is no safe coach and bus parking for their grammar school resulting in a serious danger to all Rd users of the A3052 two between 15:20 and 15:50 on all school days. 7 Whether or not Colyton is sustainable at the moment is questionable but there is no doubt that it is becoming less so by the day..... one aim of the neighbourhood plan should be to make it so and similarly improve Colyton’s sustainability.	Offers their own thoughts on what local matters require urgent solutions:	Note comments. Most of the ‘issues’ were recognised during previous consultation and plan-making. Many of these matters are addressed in the NP, where a land use policy can make a positive contribute. No specific change is necessary as a result of this comment.
96	6.2 I recognise and acknowledge the challenges of producing a succinct vision statement that accurately captures the desired end state. However, I feel a uniquely characterful and caring place to live and work could be bettered.	Calls for a better Vision Statement	The SG’s debate/discussions on the Vision Statement were lengthy, and only two persons have found problems with it. No change is necessary as a result of this comment.

96A	We support the neighbourhood plan's overarching aims and objectives. In particular, we are supportive of the aim to increase resilience to climate change and the associated objective to support flood prevention schemes. Similarly, we support the objective to protect and enhance ecologically sensitive areas and habitats. Env. Agency	Supports the aims and objectives of the NP	No specific change is necessary as a result of this comment.
SECTION 7			Section 7
99	Pages 15,17,18,20 The maps need to be a much better definition.	Criticises quality of maps	Ensure maps are of appropriate quality
100	Para 7.2 – The green wedge. These areas should be absolutely sacred and the notion of any “crack in the door” to support or encourage planning of any kind should be removed.	Stresses importance of designated areas of countryside	No change necessary as a result of this comment.
101	Natural environment – Some wording should be included to ensure the River Coly, water ditches, and the wetlands are controlled of invasive species such as Himalayan Balsam and Japanese Knotweed. A Could “dogs on leads” be permitted into the wetlands – Apologies as I am not sure this is a Parish matter. B The electrical substation near the White Hart Inn is an eyesore. Could the owner be encouraged to plant some trees and hedging to screen this?	Matters raised are cannot be addressed by a land use plan	Refer suggestions to Parish Council
102	Development outside of the built-up area should also be supported where it enables the creation of a new rural business e.g. by new entrant farmers. Support the creation of shorter food supply chains and food resilience within the parish e.g. by the creation of new market gardens.	Expresses support new farm-based enterprises and farm diversification	Covered by Local Plan policy. No change necessary as a result of this comment.
103	Rainfall and water sources – with high hills on the western side of the town any future applications for development on these hills should be treated with extreme caution. Any attempt at suppression or movement of such springs and streams would/could create difficulties in areas previously unaffected.	Expresses concern about development on hills and impact on water courses	Point noted. No change necessary as a result of this comment.
POLICY Coly1			Policy Coly1
104	Para 7.10 It would be useful and informative if the boundary of the East Devon AONB was shown on Map 2. CVRA	Suggests AONB boundary should be shown on Map 2	Map 2 was prepared by DBRC. Discuss with them whether they can provide better quality map and include AONB boundary.
105	Page 16 map 2 could do with being clearer type/detail	Criticises quality of map 2	Ensure map is of appropriate quality
106	Given the importance of the River Coly to the character of the town and the amenity of residents and appeal visitors that bring commercial income, could we have objective that specifically seeks to "Protect & enhance the setting, water quality and bio-diversity of the River Coly"? The background here being that even prior to the slurry incident from Southleigh, the Environment Agency observed that the ecological standard of the Coly was not good. Such an objective could be developed to ensure that considerations such as harmful run off management are considered in planning applications and allow for the inclusion of	Suggests an additional ‘objective’ relating to River Coly	The ‘Aims and Objectives’ were ‘approved’ by the PC following consultation. They need not to be changed as a result of this comment Refer comment to PC

	appropriate measures of ecological health and diversity.		
111	A strong comment on the present day anomaly of the exclusion zone of the East Devon AONB drawn in 1963. This boundary needs urgently re drawing in consultation with Seaton and Beer parish councils that Natural England is lobbied and persuaded to change this boundary.	Calls for AONB boundary to be withdrawn	This is not a matter that can be dealt with by the NP. Refer proposal to PC
POLICY Coly2			Policy Coly2
112	Para 7.14 Should include reference to greater use of Tree Preservation Orders (TPOs) to protect individual trees within the wider landscape CVRA	Wants the NP to propose greater use of TPOs	TPO policy is a matter for the LPA
114	In terms of allowing replacement, the policy as currently worded appears to allows any trees (apart from those forming part of a natural woodland) to be removed and replaced. Similar to Policy Coly1, suggest reframing this as loss or damage which should be avoided in the first instance, with replacement planting required where the loss or damage is unavoidable to enable an otherwise acceptable development. Also consider include a replacement planting ratio as seen in some other neighbourhood plans	Wants the policy to be more similar to those recently adopted at Farringdon and Clyst St George.	Agree with EDDC's suggestions and revise policy Coly2 to align with recent approved NPs
119	Enhance tree Woodlands and hedgerows protect notable hydro trees promote the planting of a linear Woodland giving connectivity. Promote planting on steep land at each end of Holyford Woods.	Calls for the woodlands to be enhanced	Note point Refer call to PC
120	Publicise the two local nature reserves of Holyford Woods and Colyford Common within walking distance of Colyton and Colyford.	Calls for the two local nature reserves to be 'publicised'	This is not directly relevant to the policy. No change necessary as a result of this comment.
POLICY Coly3			Policy Coly3
121	7.17 there is mention of new bridge over the river Coly can we be clear that the main issue is crossing by the White Heart Pub in Colyford and this is the proposed bridge site?	Asks if a bridge over is proposed by the White Hart	The reference in the NP is to the need for "bridges". No specific area should be mentioned unless it has been approved. No change necessary as a result of this comment.
122	There is no time scale of mention of urgency or prioritizing footpaths and cycle paths especially as they are now used, where passable, more frequently. Your survey in 2008 states the need for safe pathways between settlements is needed12 years ago and its only got worse.	Points out that there is no mention of priorities and timescale and criticises lack of action on matters identified in the Parish Plan	These matters can only be included if they have been approved. Refer criticism to PC
123	Map 4 – could do with being clearer type/detail	Criticises quality of map 4	Ensure map is of appropriate quality Seek assistance from EDDC
127	Restore closed footpath Whitwell Lane – Holyford Lane with a 22-person lobby to make the path a definitive path. To promote a new walking path between Shells Lane and Courtney Drive To give a linking path between Colyton and Colyford.	Calls for restoration of closed footpath	Not a matter for the NP Refer proposal to PC
POLICY Coly4			Policy Coly4
128	I object to this version of the plan going forward to referendum for the following reasons: Preventing coalescence between these three settlements should be a very high priority to retain the character of the area, uncontrolled urban sprawl has ruined the character of many towns and villages around this country and this should not be allowed to take place here. The plan should contain adequate wording to protect	Doubts that the current wording of the policy is fit for the purpose of preventing coalescence	Review the wording of policy Coly4 in the light of the comments received on this policy and the changes proposed to other policies including reference to "green wedge areas"

	from inappropriate developments in the Green Wedges. As it is currently worded it is completely inadequate.		
129	Para 7.20 I recommend that the last sentence is amended as follows: The Green Wedge areas “ <i>detailed on map 5, are an important local planning designation and considered to be the minimum “land mass” required to ensure the separation of local settlements.</i> ” REASON To make this paragraph clearer and stronger. Which will make this para to be more specific in describing the Green Wedges.	Suggests an amendment to the policy to include reference to existing Green Wedge being the minimum ‘land mass’ required to ensure separation	Include an initial statement in the policy regarding the significance of the Green Wedge areas to the Parish
130	Preserving the character of our parish is critical to the wellbeing of the residents. Maintaining green spaces between Seaton, Colyford and Colyton is vital. Stronger wording must be included in the Neighbourhood Plan to set out the ‘green wedges’, never to be built upon. This may not please some influential landowners but is in the interest of the majority of residents.	Doubts that the current wording of the policy is fit for the purpose of preventing development in the Green Wedge area	Include an initial statement in the policy regarding the significance of the Green Wedge areas to the Parish
131	The Neighbourhood Plan should contain adequate wording to protect us from inappropriate developments in the Green Wedges. The wording covering this in the current draft proposal is completely inadequate.	Doubts that the current wording of the policy is fit for purpose	Include an initial statement in the policy regarding the significance of the Green Wedge areas to the Parish
132	7.21 We feel uncomfortable with the wording ‘need and justification for minor development’. We believe that ‘minor development’ is not quantified and that this could lead to manipulation in the future. If minor development in the interests of local properties and businesses is allowed, this could easily open the door to substantially larger development, thereby significantly affecting the Green Wedge and other important assets.	Concerned about the policy allowing “minor development” without greater definition	Rewrite 7.21 deleting whilst and ending with “will be resisted” Extend the explanation of what is meant by minor development
133	Para 7.20 The wording in this paragraph needs to be strengthened to make the definition of the Green Wedge clearer and stronger, by changing the last part of Para 7.20 to read: ‘ <i>The green wedge areas are an important local planning designation and are considered to be the minimum local land mass required to ensure the separation of local settlements.</i> ’ CVRA	Suggests an amendment to the policy to include reference to existing Green Wedge being the minimum ‘land mass’ required to ensure separation	Amend para. 7.20 to reflect the views expressed
134	Para 7.20 - amend last sentence to read – <i>the green wedge areas on map 5 are an important.....</i>	Suggests policy refers directly to map 5	Add reference to map 5 as suggested
135	Para 7.21 Have misgivings about wording here. Please explain exactly what you mean by this para. It seems to leave green wedges in a very vulnerable position.	Concerned about para. 7.21 and how it might be interpreted	Consider implications of wording of para. 7.21 and extend the explanation of what is meant by minor development
136	7.21 I suggest the following is added ‘ <i>and to meet the need for local affordable housing when other alternative sites are not available</i> ’.	Suggests adding reference to allow the need for affordable housing development to be met if necessary	Point noted No change needed as a result of this comment
137	The green wedge as drawn is clearly designed to stifle development and I firmly believe it should be removed altogether. There are sufficient local plan policies, the AONB being just one, to give Colyton and Colyford the protection that it needs.	Calls for removal of Green Wedge	Such a proposal would conflict with a strategic policy of the LP, which the NP cannot do. No change necessary as a result of this comment.

138	We, unsurprisingly, welcome the continued support for the Green Wedge designation and protection.	Supports purpose of the policy	No change necessary as a result of this comment.
141	7.21 change will be resisted too will not be supported and delete the remainder of that sentence. There should be no explicit variance of position. Properties and businesses within the green wedge will still be afforded the same impartial hearing on specific issues they face as they do currently.	Proposes amendments to para. 7.21	Review wording of supporting text and para. 7.21
142	paragraph 7.20 safeguarding the green wedges is of vital not significant importance to the preservation of the unique characters and heritage of Colyton and Colyford. They define and shape the very essence of what makes this parish unique and are at the heart of what makes this such a wonderful place to live.	Stresses the importance of the Green Wedge areas	Consider how to further stress the importance of the Green Wedge areas to the Parish in 7.20 with reference to the Reg.14 consultation response
143	<p>I notice in the Plan that there are what might be called potentially irreconcilable differences between on the one hand policy Coly8 regarding exception site housing development proposals that is housing development outside the BUAB and the strong presumption in favour of development in national policy guidance under the NPPF.</p> <p>I am concerned about the green wedge between Colyton and Colyford and I am not at all confident that the pressures from developers under the auspices of the NPPF will in crucial cases be able to be resisted by decision makers in Colyton and East Devon. I strongly support policies which resist the encroachment of housing or other forms of development on existing rural areas. After all, Colyford is classed as a rural area not having a specific BUAB as such.</p> <p>The Colyton Plan states under section 7.19 that East Devon Local Plan has designated green wedge areas to prevent creeping development which could lead to the coalescence of adjacent settlements and that it is important to help them retain their separate identities. It states that the land between Colyford and Colyton is one of the key locations for its green wedge policy S8, further stating that within green wedges development will not be permitted if it would add to existing sporadic or isolated development or damage the individual identity of a settlement or could lead to or encourage settlement coalescence. That is clear enough.</p> <p>However, in section 7.21 the plan states whilst isolated new development or incursions into the green wedge will be resisted, we recognise there may be a need and justification for minor development in the interests of ensuring that existing properties and businesses within the green wedge can continue to function properly. Such specious language can give one no confidence that the fine words in support of protecting green spaces, for all the valid reasons given in the plan, would in important cases be honoured. The wording in section 8.18 gives further support for the suspicion that the green wedge will, before too long, play whittled away;</p>	Doubts that the current wording of the policy is fit for the purpose of preventing development in the Green Wedge area	Re-word para. 7.21 and extend the explanation of what is meant by minor development

	once that process begins, it will change the special nature of the area for ever.		
144	To reinforce the Local Plan policy in protecting the green wedge, see comment on preserving the Sellers Grave skyline green wedge area.	Supports policy	Note point No change necessary as a result of this comment.
145	A developer has already suggested putting in a road from Coly Road, which is at the opposite end of the village from the Grammar School right through the green wedge across several fields to the school - obviously at great expense which would be offset by developing this land for housing. How can that be beneficial to the residents of Colyford? Why is the transport issue a problem of the village and not the responsibility of the school which does not benefit the local community in anyway? How would putting in a road the complete opposite end of the village benefits anyone but the school? The wording of the neighbourhood plan is too ambiguous regarding the protection of the green wedge. The wording should be robust and clear in protecting it from any development without loopholes that could be exploited by developers and landowners who could use the grammar school bus issue as justification to get their access roads and plans approved. The green wedge is an asset to the village, home to rare bats and other wildlife this beautiful area should be protected not exploited.	Concerned that the draft policy will be exploited by developers in conjunction with the Grammar School	Re-word para. 7.21 and extend the explanation of what is meant by minor development
	POLICY Coly5		Policy Coly5
146	Para 7.29 The Road Green Play Area is described, but not the overall Roade Green site. Surely this description needs further detail.	Suggests broader and better description of the Road Green open space	Add further description of Roade Green site to ensure the NP recognises the quality of the whole area being designated as LGS
147	Para. 7.32 The Elms Amenity Area Amend the wording to read Community recreation purposes for <i>“the residents of The Elms, who fully own and maintain this area”</i> .	Suggests adding reference to the role of the residents in owning and maintaining the site in question	Add additional words to para. 7.32 to emphasise the role of the residents
148	Pages 23 and 24 The Colyton Map (Page 23) is coloured. The Colyford Map (page 24) is much poorer quality and is only in black and white. Why?	Questions the different format of the two LGS maps	This point has been made to EDDC who provided the maps. Discuss with EDDC and ensure all maps are of good quality and similar format.
149	Para7.32 Local residents of The Elms have been asking for the wording of this section to be changed for over 2 years now.... The wording should read: <i>“Is a long established amenity space for community recreation purposes for the residents of The Elms, who fully own and maintain the area.”</i> CVRA	Suggests adding reference to the role of the residents in owning and maintaining the site in question	Add additional words to para. 7.32 to read “: <i>“Is a long-established amenity space for community recreation purposes for the residents of The Elms, who fully own and maintain the area.”</i>
150it is not clear from the document whether these listed ‘Local Green Spaces’ have actually been designated by the District Council or not. Presumably, this will take place prior to the Neighbourhood Plan being submitted.	Asks whether EDDC has designated LGS sites	This is not a matter for EDDC. It is the PC that designates LGS areas. No change necessary as a result of this comment.
151	7.31 St Michael’s Churchyard. We do not support your description of this space as being a ‘quiet open space’ being, as it is, right next to the A3052. Whilst this space is in the centre of the village, is it freely accessible to the public? For instance, should a family decide to have a picnic on the grass there would this be acceptable?	Questions the description and asks about accessibility to a LGS site	Designating a site as LGS does not change its ownership or accessibility. It merely recognises its qualities and value as a green area to the character of the area and the environment generally. No change necessary as a result of this comment.

152	7.32 The Elms Amenity Area. This area appears to be solely for the use of residents of The Elms – therefore it is more likely to be viewed as being private open space.	Questions whether a privately owned green area can be designated as a LGS	It can. No change necessary as a result of this comment.
153	para. 7.29 – include whole of Roade Green – not just the play area	Suggests broader and better description of the Road Green open space	Add further description to ensure the NP recognises the quality of the whole area being designated as LGS
154	Page 23/24 Map of Colyford does not show all the areas	Suggests the LGS maps are not accurate	Discuss with EDDC and ensure all maps are accurate and similarly formatted.
155	para. 7.32 amend the reading to be “ <i>residents of the Elms who have always paid for it to be maintained</i> ”	Suggests adding reference to the role of the residents in owning and maintaining the site in question	Add additional words to para. 7.32 to emphasise the role of the residents
156	Para 7.32 the Elms green space amenity area should change the wording from ‘estate’ to ‘residents of the Elms’ who have always paid for its care and maintenance work done by residents since the 1960’s.	Suggests adding reference to the role of the residents in owning and maintaining the site in question	Add additional words to para. 7.32 to emphasise the role of the residents
157	Note re para 7.32 In your workshop report 2017 it states that residents would be informed – they have not. Have asked 2/3 times at your meeting. You have ignored.	Claims not to have been informed of outcomes from workshop in 2017	The methods used for sharing and disseminating information will be set out in the Consultation Statement Refer suggestion to PC
163	Local green space must be preserved.	Supports policy	No change necessary as a result of this comment.
164	Why is Colyford Play Park designated and the largest area of green space Peace Memorial Playing Field omitted?	Asks why Peace Memorial Playing Field is not designated as a LGS	Peace Memorial Playing Field is subject to policy Coly19 which recognises it as a key recreation area and protects its use as well as its greenness
165	Amend sub para c to read Colyton Community Woodland and picnic sites	Suggests site title is changed	Amend title of C in policy and text to read Colyton Community Woodland and picnic sites
166	7.30 4 th line last word “ <i>the</i> ” delete	Points out a typo	Amend sentence to read: “ <i>Adjacent to the public footpath alongside the Gerrard Arms is a small, secluded garden and rest area that provides a good view of the Church and its churchyard.</i> ”
167	Policy 5 – local green spaces – Dolphin St Garden opposite car park missing – well used by visitors/walkers.	Proposes additional LGS	This area has been previously considered and is only proposed now by one person. No change necessary as a result of this comment.
168	Roade Green is on the wrong side of the road on the map.	Suggests the LGS maps are not accurate	Discuss with EDDC and ensure all maps are accurate.
169	... promote the local green space of two acres within the developing Ceramtec site to ensure it becomes an outdoor learning area for Colyton Primary School and recreational space for local residents.	Calls for open space on Ceramtec site when developed to be designated as LGS	The policy can only cover existing areas of proven value to the area and community No change necessary as a result of this comment.
SECTION 8			Section 8
170	We very much support the work to identify new sites by groups like the Community Land Trust. However, we believe that these sites should be scattered throughout the parish, so that families can be properly integrated into the community, and the environmental impact can be minimised. We would urge the community to resist pressure from Housing Associations and planning consultants to create large estates on green field sites. Although this may be more cost effective for them, the negative consequences for our environment would be permanent.	Calls for new development of affordable and social housing to be provided on small sites rather than large estates	Point noted. No change necessary as a result of this comment.

171	If we are serious about averting climate catastrophe and becoming carbon neutral by 2030, it would be desirable if all new buildings in the parish were carbon-neutral, and built to the highest environmental standards	Calls for all new development to be required to achieve carbon neutrality and the highest environmental standards	Add an additional clause regarding carbon neutrality to policy Coly6 and reference in supporting text
172	Para 8.2 Reword as follows: has a substantial number of listed buildings, 114 are listed by Historic England "of which 21 are in Colyford" etc.	Suggests adding reference to the number of listed buildings in Colyford	Add " <i>of which 21 are in Colyford</i> " to para. 8.2
173	Development outside of the built-up area should also be supported when it is the creation of new self-sufficient homes, similar to the planet development scheme currently operating in Wales.	Calls for new self-sufficient homes to be allowed in the countryside	Such a policy would be contrary to the strategic policies on the LP No change necessary as a result of this comment.
174	I am generally supportive of the document and would like to thank the NP Committee for their efforts. The only glaring omission as far as I am concerned is any detail on the development of the several acres of brownfield land at the Ceramtec site. Whilst the document states that brownfield development would generally be supported, I feel that this site is so large, and its development will have such an impact on the town, that it requires specific discussion. My personal opinion is that the phased development of this multi-acre site would provide all the housing (including affordable homes for local first-time buyers) that it is reasonable to expect Colyton to absorb over the next decades without overwhelming the community, its amenities and services. As such no additional multi house developments should be needed or approved. If the horse has already bolted on this one, and planning permission has already been granted for a large number of houses, then this should be referred to the NP as justification for not approving any additional multi house developments for decades to come.	Calls for a detailed policy regarding the Ceramtec site	This matter has been discussed at length with EDDC. The draft policy reflects an agreed approach. No change necessary as a result of this comment.
175	My first major concern is the reference to climate change and reduction in carbon-based emissions. I think the document should place more emphasis on this topic, particularly bearing in mind the future life span of the Neighbourhood Plan. All future construction should be zero based wherever possible and this should not only include construction but also the energy consumed within the building. concrete and brick has a huge carbon footprint in manufacture and it also does not lock significant amounts of carbon into the structure. Off-site fabrication may also give savings in carbon emissions.	Asks for more reference to carbon neutrality	Add an additional clause regarding carbon neutrality to policy Coly6 and reference in supporting text
178	Should the Steering Group decide to include possible solutions in the plan I would welcome the opportunity to make constructive proposals. It is clear from the neighbourhood plans produced to date apart from Beer which has made one allocation there has been no serious attempt to provide allocated sites for housing so the villages will not have the housing promised in the original plan and young people are the ones that are suffering and will continue to do so as a result of that.	Suggests that the NP should allocate sites for development	This debate took place and SG decided to follow a criteria-based approach No change necessary as a result of this comment.

	<p>From 1971 to 1994 Colyton benefited from an average of 17 new houses per year as well as a number of industrial units had that not happened then the place would be much less sustainable than it is today with fewer services and there is a good chance that the library and much else would have been lost.</p> <p>Current policies have restricted development and since that time the average has dropped to perhaps two per year and twenty of those were on an exception site on the western skyline.</p> <p>If Colyton is to be sustainable into the future and avoid having development imposed upon it then I would recommend that a fresh look is given to the plan and allocations for parking employment and housing are recommended based upon an objective needs survey.</p> <p>We know already that there is a move to build more affordable housing on an exception site and that means that the plan makers have abdicated their responsibility by ignoring a need that has been established and not proposing an appropriate allocation.</p>		
179	Support for ongoing provision of public conveniences in the town centre of Colyton, preferably modernised and environmentally sustainable.	Wants to protect public conveniences	Not a NP matter Refer proposal to PC
180	We support the focus on Sustainable development and the need to provide our appropriate share of East Devon's new open market and affordable housing. The recent development at Seaway Head demonstrates how new housing can be designed in ways that sit well with the character of the area. Similarly, the less recent knapped flint faced houses opposite Fermain House on Dolphin Street. These are in contrast to other developments in visible 'gateway' locations, the design of which is not particularly sympathetic to the character of town and its history. In that context, could we under the Aim of "Safeguarding the Character...." adopt an Objective "to ensure that new developments are designed to complement the existing architectural character of the built-up area."	Wants to ensure development is in character with the area	Such a requirement is already included in policy Coly7. No change necessary as a result of this comment.
182	8.1 4 th line before Colyford insert " <i>in contrast</i> "	Suggests adding "in contrast" to para. 8.1	Amend 8.1 to read: " <i>In contrast Colyford is a linear settlement...</i> "
183	8.4 Is there objective evidence of this growth expectation?	Questions LP housing requirements	Point noted No change necessary as a result of this comment.
184	<p>I believe that there should be a moratorium on future development in and around Colyton until thorough surveys allow for a fuller understanding of how Colyton has become 'a quart squeezed into a pint pot'.</p> <p>With more private vehicles parked in the narrow streets of the town centre there are obviously going to be times when heavy goods vehicles, tradesman's vans (including deliveries) pose serious problems. Suggest that part(s) of developments such as Ceramtec are set aside for extra parking places.</p>	Calls for stop to development because of constraints of road infrastructure	Point noted No change necessary as a result of this comment.

185	<p>As a vision statement to develop the two fields to the West of Gully Shoot and to the South of the Grammar School as a tarmacked walkway along the western boundary for students to access an off-road coach park close to the village West gateway. The Wolf Way to give a safe walking route for students and provide a safe route for students walking to and from Seaton. The two small fields have a mixture of affordable homes and market housing. The top end of the site to be reserved for allotments and a community composting site.</p> <p>In addition, a flood relief scheme to be implemented to prevent flooding at Gully Shoot crossway with a 18 inch storm drain taking stormwater from the CGS campus and intercepting stormwater from Green Lane and Whitwell Lane and taking it down below the walkway to the Stafford Brook. This scheme would demonstrate sustainability and provide safer journeys to and from school. Remove congestion in Elm Farm Lane and take away the need for buses to congregate on the A3052 with all its inherent dangers. The affordable homes could be made available to local people with jobs at the school.</p> <p>Maps provided (see appendix)</p>	Presents thoughts on future development in Colyford (with maps)	<p>Point noted No change necessary as a result of this comment. Refer proposals to PC</p>
186	<p>This representation has been prepared by Savills on behalf Mrs D Rymer, owner of the land at Clarkham Cottages (referred throughout this document as 'the site') in response to the consultation on the draft Colyton Parish Neighbourhood Development Plan ('the draft NDP').</p> <p>1.2 Our client owns an area of land known as Clarkham Cottages, located south of Swan Hill Road in the eastern extent of Colyford. The site was historically three dwellings, but now comprises a small number of buildings and structures, most of which are in a state of disrepair.</p> <p>1.3 We consider that, given the current nature of the site, which detracts from the setting and significance of the Colyford Conservation Area within which it is located, there is an opportunity to enhance the site and its setting within the Conservation Area through a well-designed, small-scale residential development.</p> <p>1.4 It is clear that the draft NDP sets out a series of draft policies relating to a wide range of topics. However, there are a lack of allocations within the plan to address the local housing need and it is therefore considered that small sites, well related to the existing villages of Colyton and Colyford, should be identified to assist in meeting this need.</p> <p>Scale of Development</p> <p>2.1. It is clear that the draft Neighbourhood Plan, whilst outlining policies which relate to housing, does not propose a specific scale of development for the plan period, nor does it propose to allocate land to deliver the housing requirement for the area.</p>	Presents reasons why land at Clarkham Cottages should be allocated for development in the NP	<p>The NP incorporates a criteria-based approach. Any development proposal should satisfy the criteria of the NP. This will be a matter for the LPA to assess and the PC to consider when the proposals are put forward. No change necessary as a result of this comment.</p>

<p>2.2. There are a number of references within the draft NDP to the lack of any need to plan for additional growth and allocate small sites in suitable locations. It is stated at paragraph 8.10 and 8.11 “ it has been concluded that further housing development in the Parish should generally be restricted to land within the defined built-up area of Colyton”, and “Policy Coly6 acknowledges our support for the Local Plan and NPPF (para. 118), which gives substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs. It provides support in principle for development within the Colyton built-up area boundary, provided it is appropriate in scale and meets our basic sustainability criteria”.</p> <p>2.3. Whilst we agree with the emphasis behind the support for development within the settlement boundary for Colyton, we consider that the same emphasis should be extended to Colyford where land is available within the village which could contribute to the housing need for the area.</p> <p>2.4. Above all however, whilst it is acknowledged that the East Devon Local Plan does not explicitly require Colyton or Colyford to accommodate specific growth, Local Plan Strategy 6 and Strategy 27 make reference to the need for development at a local level required to meet local need to be planned for through Neighbourhood Plans. Strategy 6 states that “where a local community prepare a Neighbourhood Plan they may specifically allocate sites and/or include criteria based or other policies for promoting development/land uses beyond the boundary. Such ‘outside of boundaries’ policy provision would supersede relevant constraint considerations set out in ‘Strategy 7 - Development in the Countryside’ and also other relevant constraint policies”.</p> <p>2.5. It is therefore a very good opportunity, in our view, for the Steering Group to assess small sites within both Colyton and Colyford which could be identified for development through the NDP. This will in turn provide additional certainty that local need will be met.</p> <p>2.6. Indeed, the recent housing needs survey from 2017, referred to within the draft NDP, confirms a need within the Parish for “at least 36 affordable homes in the next five years if local young people and others in housing need are to make a future in the Parish”.</p> <p>2.7. Given the housing needs survey is from 2017, the housing need in the Parish is likely to have increased over time so it is clear that there is a significant need for housing within the Parish. In our view, the NDP should be exploring opportunities to identify specific sites to meet this need.</p> <p>2.8. The draft NDP makes reference to the need for a 5-year review. However, given the 2017 housing needs survey, whilst already somewhat outdated, defines a clear local housing need, we recommend that opportunities to explore site</p>		
---	--	--

	<p>allocations are looked at now as part of this NDP, rather than seeking to do this at the 5 year review stage.</p> <p>2.9. Such an approach would be consistent with the provisions of the NPPF and PPG. In establishing the presumption in favour of sustainable development, the NPPF at paragraph 11 sets out that “plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change”. Similarly, the national PPG encourages the preparation of NDPs which are forward-thinking, stating that “allocating sites and producing housing policies demonstrates that the neighbourhood plan is planning positively for new homes, and provides greater certainty for developers, infrastructure providers and the community. In turn this also contributes to the local authorities’ housing land supply, ensuring that the right homes are delivered in the right places” (paragraph 096, Reference ID 41-096-20190509).</p> <p>Savills on behalf of D Rymer owner of land at Clarkham Cottages</p>		
187	<p>Clarkham Cottages – The Opportunity The Site Draft Proposals</p> <p>4.17. The key benefits of allocating the site are:</p> <ul style="list-style-type: none"> • The site is well related to the village • Opportunity to enhance the Conservation Area by redeveloping a derelict site which is currently an eyesore, whilst also restoring the street scene • Close to local services and facilities, and therefore capable of helping to sustain these key local services. • Capable of accommodating small scale residential development which would be consistent with the emphasis set out in draft policies Coly6 and Coly7, including development which is sustainable, making best use of brownfield land and would be of an ‘infill’ nature. • Would contribute towards meeting the local housing need in the Plan area • The site would assist in providing a balanced approach to housing sites, and ensure the focus isn’t solely on Colyton. • Opportunity to explore the delivery of amenities which may be sought by the local community, for example the land to the rear of the site (edged blue on the Plan at Appendix 3), offers an opportunity to explore the delivery of a community orchard or an area for biodiversity enhancement. • Opportunity to deliver homes with high quality design and materials which respect the local vernacular, including stone and thatch. • 4.18. We therefore consider that the site should be considered for allocation in the Neighbourhood Plan in order to 	Describes proposals for development of land at Clarkham Cottages with maps and other evidence	The NP incorporates a criteria-based approach. Any development proposal should satisfy the criteria of the NP. This will be a matter for the LPA to assess and the PC to consider when the proposals are put forward. No change necessary as a result of this comment.

	<p>increase certainty in the delivery of development within the village envelopes as well as allowing for development at Colyford to enable 'balanced' growth within the Plan area.</p> <p>4.24. Overall, we recommend the Steering Group consider this site for allocation in the NDP. We would be more than happy to discuss any aspect of the site with the Steering Group and assist with any queries. We are keen, on behalf of our client, to engage further with Colyton Parish Council and the Neighbourhood Plan Steering Group to discuss the merits of the site in more detail and hope to be in touch in due course.</p> <p>Savills on behalf of D Rymer owner of land at Clarkham Cottages</p>		
	POLICY Coly6		Policy Coly6
189	8.10 suggest the following might be added ' <i>but to meet the need for affordable housing small scale development outside the BUAB may be necessary provided that they receive significant public support</i> '.	Suggests the NP refers to the possibility that affordable housing on a small scale may be allowed outside the BUAB	This is covered by policy Coly8 No change necessary as a result of this comment.
190	8.12 suggest the following addition ' <i>or it will provide locally needed and supported affordable housing</i> '.	Suggests the NP refers to the possibility that affordable housing on a small scale in the countryside	Point of view noted No change necessary as a result of this comment.
193	Criteria (v) - suggest replace 'adverse impact' with 'no harm'. EDDC	Suggests criterion v is reworded	Reword v to read: <i>"there is no harmful impact on the Conservation Area and/or Listed Buildings."</i>
194	Other sites for potential affordable houses are identified to the West of Courtney Drive and to the extension of Cuthouse Meadows and the paddock below the picnic site (exception sites)	Proposes potential development sites	Point noted No change necessary as a result of this comment. Refer proposals to PC
195	<p>.... we also consider that Policy Coly6 would benefit from being extended to cover Colyford. It is noted that the draft policy provides support for 'sustainable development' within the built up area boundary, and where such development is appropriate in terms of setting, scale, height, massing and is a suitable infill / brownfield opportunity.</p> <p>Given the local housing need within the Parish, we consider that there would be a number of benefits to extending the general support for development to the village of Colyford. Principally, this would allow small 'infill' sites within and well related to the village of Colyford to accommodate small scale residential development, where they address the other criteria within the draft policy. This would have the dual benefit of both helping to meet housing need specific to Colyford, as well as allowing for a more even 'spread' of housing to be delivered across both Colyford and Colyton, thereby assisting in addressing housing need in both villages.</p> <p>Whilst Colyford does not have a defined settlement boundary within the East Devon Local Plan it does host a range of local services and facilities sufficient to be categorised 'sustainable' to accommodate small scale residential development within the village itself. Any small-scale infill development at Colyford would also have the benefit of helping to sustain the local</p>	Advocates BUAB for Colyford	This matter has been discussed at length Colyford is regarded as countryside No change necessary as a result of this comment.

	<p>services and facilities within Colyford which rely heavily on the custom of local residents. Indeed, the sustainability of Colyford has recently been confirmed by the Inspector for the appeal at Land to the West of Coly Road, Colyford (Ref: APP/U1105/W/19/3233226). As part of this appeal, all parties agreed that the appeal scheme was in accordance with Strategy 35 of the adopted Local Plan. Strategy 35 supports small scale residential schemes where “the village or small town has a population that falls below 3,000 persons, the scheme is well designed using local materials, close to a range of community services and facilities (including four or more of a school, pub, village hall, shop/post office, doctors surgery, place of worship or public transport service) and sympathetic to the character of the settlement and has a satisfactory highway access” (underlining our emphasis). Whilst it is acknowledged that this policy relates to affordable housing exception sites, the conclusion of the Inspector, in agreement with all parties at the appeal, with reference to Strategy 35, demonstrates that Colyford is a sustainable location for small scale residential development.</p> <p>Savills on behalf of D Rymer owner of land at Clarkham Cottages</p>		
	Policy Coly7		Policy Coly7
197	...I believe that 8.16 needs to be worded in much stronger terms and suggest as a minimum encouraged is replaced by expected.	Suggests that carbon neutrality message should be stronger	Review wording of 8.16 to reflect changes to policy Coly6 regarding carbon neutrality
205	The plan does not appear to have a map of Colyford built-up boundary. There is a map 8 for Colyton.	Asks where the BUAB map for Colyford is	There is no BUAB proposed for Colyford Ensure this is clear in para. 8.7
206	8.16 excellent policy!	Supports call for carbon neutral housing development	Reflect support in additional criterion regarding carbon neutrality in policy Coly6
207	Development of the Ceramtec site to be in sympathy with the Colyton Conservation Area on which it abuts. The use of local stone to be encouraged.	Calls for development at Ceramtec to reflect local vernacular	This should be covered by policy Coly7 as it will be amended
208	<p>We support the general support shown for development within the settlement boundary, but consider this should be extended to Colyford. Whilst Colyford does not have a defined settlement boundary there are nonetheless good, sensible, opportunities to explore small housing development within the village to take advantage of brownfield sites which are available. Such sites would not extend the built ‘fabric’ of the village into the countryside so would be consistent with the ‘thrust’ of the draft policy.</p> <p>Such development would help to sustain the local services and facilities within Colyford which rely heavily on the custom of local residents.</p> <p>Savills on behalf of D Rymer owner of land at Clarkham Cottages</p>	Calls for BUAB for Colyford	This matter has been discussed at length Colyford is regarded as countryside No change necessary as a result of this comment.
	POLICY Coly8		Policy Coly8
209	Para 8.17 States that the Parish needs “at least” 36 Affordable Homes. Surely it is much safer to delete the “at least”. Therefore, the target of 36 is more achievable, but hopefully the Parish could achieve more than 36 in the longer term.	Suggests “at least” is deleted from para 8.17	Ensure wording of para 8.17 reflects latest situation and agreed position with LPA. Delete “at least” if it is not relevant

210	Para 8.18 This Para states that the National Planning Policy is “very” encouraging etc. It would be a lot safer to delete the word “very”, as this encourages developers to go for Exception Sites, as was recently done at the Old Cricket Ground site in the Green Wedge between Colyton and Colyford.	Expresses concern about how the word “very” could be used by developers	Delete “very” in para 8.18
211	Para 8.19 Is it now really necessary to protect development above the 200-foot contour? There are now at least 3 sites developed above this contour already, and it could possibly be an area that could be suitable for some future development.	Questions whether the PC policy is now relevant	Note comment. No change necessary as a result of this comment unless PC position has changed on this matter.
212	Para 8.18 – The word “very” encouraging should be deleted. The document must give no encouragement to speculative developers to go for exception sites, such as the Old Cricket Ground between Colyton and Colyford.	Expresses concern about how the word “very” could be used by developers	Delete “very” in para 8.18
213	Para 8.17 Cites the need for “at least” 36 new affordable homes within the parish, the needs survey showed up to 36 needed, so the “at least” should be removed. CVRA	Suggests “at least” is deleted from para 8.17	Review housing needs and wording of para 8.17 to ensure it reflect latest situation and agreed position with LPA
214	Para 8.18 The use of the words “very encouraging” are likely to encourage developers to opt for exception sites, witness the recent attempt to develop the Old Cricket Ground in Colyford. The word “very” should be removed. CVRA	Expresses concern about how the word “very” could be used by developers	Delete “very” in para 8.18
215	Page 29 para 8.18 omit ‘very’	Expresses concern about how the word “very” could be used by developers	Delete “very” in para 8.18
216	Page 29 para. 8.17 delete “at least” for affordable homes	Suggests “at least” is deleted from para 8.17	Ensure wording of para 8.17 reflects latest situation and agreed position with LPA Delete “at least” if it is not relevant
217	Para 8.17 should delete the words ‘at least’ affordable homes.	Suggests “at least” is deleted from para 8.17	Ensure wording of para 8.17 reflects latest situation and agreed position with LPA Delete “at least” if it is not relevant
218	Affordable housing – the Parish Council’s record on affordable housing is poor. While the issue is now being pursued on its behalf by the Colyton and Colyford CLT help is needed from the Parish Council if suitable sites (especially viable brownfield ones) are to be identified.	Calls for more support/action by PC regarding affordable housing	Note comment Refer to PC
219	I would like to see 8.19 worded more objectively. Modern Maps have their contours in metres and at 5 metre intervals on 1:250000 scale 200 feet would be closest to the 60 metre contour And examination of the local Ordnance Survey map shows that this has already been exceeded not only at Seaway Head but also properties in Hillhead and Burnards Field Rd. Whilst I sympathise with the idea of impact on skyline it is not an objective criterion as the skyline of any building will depend upon the relative height of building and observer the direction from which it is viewed and the proximity of the observer, I suggest that as a condition of any construction that it should be subject to a rigorous visual impact assessment and how that building sits with the landscape and full consultation of the local community is engaged wherever possible	Questions whether the PC policy is now relevant	Note comment. No change necessary as a result of this comment unless PC position has changed on this matter.

	when citing could be controversial. CPRE provides some useful guidance on rural affordable housing including the use of exception sites.		
220	8.5 and 8.17 there is a discrepancy in the quoted figures. Also, reference should be made to the fact that the 2017 housing needs survey has an expected life of five years but in the light of the Covid epidemic a new survey before 2022 may be advisable.	Points out discrepancy between housing needs figures quoted in 8.5 and 8.17	Review housing needs and wording of para 8.17 to ensure it reflect latest situation and agreed position with LPA and amend para. 8.5 as necessary
221	Affordable Homes On page 29 paragraph 8.17 (Coly8) it states that the Parish needs 'at least' 36 Affordable Homes. I think it would be preferable to merely state the number '36'.	Suggests " <i>at least</i> " is deleted from para 8.17	Review housing needs and wording of para 8.17 to ensure it reflect latest situation and agreed position with LPA
222	There is a fine line between providing much needed affordable housing and protecting the countryside, but I believe affordable housing is needed.	Wishes to give some priority to the provision of affordable housing	Note comment. No change necessary as a result of this comment unless PC position has changed on this matter.
229	8.17 The housing survey objectively identified that the affordable housing need was specific to Colyton. delete 'the parish' and insert 'Colyton'.	Suggests that there is no housing needs assessed for Colyford	Ensure para. 8.17 reflects the survey findings Amend to read "Colyton Parish"
230	8.19 To be consistent with BUAB policy 4 th line should be amended to read "up to 15 dwellings within the BUAB or adjacent ..."	Suggests that development in BUAB should be limited to 15	The policy criterion applies to exception site development which, by definition, would take place outside the BUAB
POLICY Coly9			Policy Coly9
231	Page 30 Surely there must be a priority to provide charging points for electric cars in the areas of Colyton and Colyford to cater for existing homes in the Parish.	Reminds us of the future demand from local residents	Covered by policy Coly17 No change necessary as a result of this comment
232	Para 8.23 As a result of recent new developments in Colyford, on street parking is now prevalent in the village, for example, at the southern end of Fairview Lane, where vehicles (cars and vans) are now being parked in the entrance road to The Elms, thereby making access to The Elms very congested and dangerous.	Makes point that recent development seem to be under-provided with parking space	Include reference to lack of adequate provision in recent developments
233	Para 8.24 This needs to be repeated re "charging plug in", in other parts of the existing developments in the Parish around Colyton and Colyford e.g.: Colyton Public Car Park, the Reece Strawbridge and Peace Memorial Car Park, and Colyford Memorial Hall Car Park, and possibly at Colyton Grammar School, Colyford.	Advocates charging points/areas at public parking areas	Covered by policy Coly17 No change necessary as a result of this comment
234	Para 8.23 – On street parking is a problem in Colyton as a result of recent new developments.	Makes point that recent development seem to be under-provided with parking space	Include reference to lack of adequate provision in recent developments
235	Para 8.24 – There is an urgent priority to provide charging points for electric vehicles for existing homes in the Parish and additionally for visitors and users of amenities such as the Colyton public car park, Reece Strawbridge and Peace Memorial car park, Colyton Memorial Hall, Colyton Grammar School, Colyton Medical Practice and encouraging/subsidising business in the Town to install charging points such as the Garden Centre, Colyton Tramway station, etc would be a good policy.	Advocates charging points/areas at public parking areas	Covered by policy Coly17 No change necessary as a result of this comment
236	The new and converted housing in Colyton at the Swan Hill Road end of Fairview Road was allowed with space for one car per household.	Makes point that recent development seem to be under-provided with parking space	Include reference to lack of adequate provision in recent developments

	This is patently not sufficient, and the additional vehicles are parked around the vicinity, sometimes on the pavement, into The Elms and Dares Orchard. We therefore endorse the proposal under this policy that any new houses with more than one bedroom should have sufficient space to park two vehicles off the street.		
237	We note that the CPC in Policy No Coly 9 point E. calls for permeable materials to be used for surface parking areas where possible. This good intention is seen in most development plans for new housing these days. The problem comes in later years where householders change or renew their driveways and go to different, possibly not permeable materials, thereby adding to run off.	Expresses concern that householders change or renew their driveways without using permeable materials	Point noted but not a matter that can be addressed in the NP No change necessary as a result of this comment
238	Policy 9C Mentions charging points for new homes, however there is now an urgent need to incorporate in this policy the need to provide charging points for existing homes as well.	Advocates charging points for existing homes	Point noted but not a matter that can be addressed in the NP No change necessary as a result of this comment
239	Para 8.23 Provision of additional temporary parking facilities for vehicles need to be considered in hot-spots all around the parish where currently parking on-road causes danger and congestion. Examples of this are The Square in Colyton and the lower end of Fairview Lane in Colyford. CVRA	Calls for additional temporary parking facilities in key locations	This is not something that can be required of developers of new housing unless the required number of spaces cannot be met on-site. No change necessary as a result of this comment
240	Para 8.24 should mention the need for electric vehicle charging points in all public car parks around the parish. CVRA	Advocates charging points/areas at public parking areas	Covered by policy Coly17 No change necessary as a result of this comment
241	... the wording of 8.24 should be examined to imply that it must be a priority not an add on.	Says electric vehicle charging points should be a priority	Criterion C says charging points for electric cars should be included No change necessary as a result of this comment
249	8.25 5 th line, add "Parish" after Colyton.	Suggest the word "Parish" is added to ensure it is recognised that this is the PC's policy position	Add "Parish" to para. 8.25
250	Parking provision at new housing development to be supported to reduce on street parking. An out of town parking area has been identified near the cemetery and within 8 minutes walking of the school and town centre.	Supports policy Coly9	No change necessary as a result of this comment
SECTION 9			Section 9
251	Para 9.6 However, parking for visitors to Colyton to shop in the Market Place and close by is very difficult and the small Public Car Park is often full.	Makes point about parking difficulties in the centre of Colyton	Note point No change necessary as a result of this comment
252	should Para 9.6 also mention the new light Industrial Development in Rosemary Lane, Colyton?	Suggests mention of Rosemary Lane development	Add reference to Rosemary Lane development in para. 9.6
253	Para 9.6 – Parking in and around Market Place is very dangerous, especially for unfamiliar visitors. The car park is often full. I'm sure parking could be improved in this area and it is essential if you want to promote the shops. If it's difficult or dangerous to park, people will opt for the convenience of Tesco's and then the small shops, post office and pharmacy, which are the heart and soul of the Town will be lost forever.	Makes point about parking difficulties in the centre of Colyton	Note point No change necessary as a result of this comment
254	9.7 We find the wording of this paragraph unwieldy. Could we suggest: <i>Colyford is less well served with retail and service outlets. It has a general store and post office, a butcher, two pubs, one hotel restaurant, a cafe, a</i>	Suggest minor re-wording of para. 9.7	Amend para as suggested

	<i>cycle repair shop and, away from the centre of the village, a wholesale patisserie.</i>		
258	9.1 Is the Leisure Centre (first mention of this significant Parish amenity asset, by the way) really a significant employer?	Questions if Leisure Centre is a significant employer	Nobody else has questioned this. No change necessary as a result of this comment
259	9.8 Amend to read “ <i>there is very limited public transport to serve the commuting need and access to principle healthcare provision in Exeter</i> ”.	Asks for reference to problems of travelling to healthcare by public transport	The subject of para 9.8 is commuting. Travel by public transport to community facilities is addressed elsewhere in the NP. No change necessary as a result of this comment
	POLICY Coly10		Policy Coly10
260	<p>Since the Neighbourhood Plan was drafted, Covid-19 has brought many fundamental changes to the way in which we live, work and travel. Although the pandemic has devastated lives, we believe there could be opportunities for positive benefits to our community.</p> <p>To give one example – we are already witnessing a huge exodus from cities to rural areas like ours, and this trend is likely to increase in future years. On one hand this may drive up property prices, increase the need for new housing, and bring more traffic to minor roads. But it could also create a rare opportunity to stimulate and regenerate our parish.</p> <p>Many of us have older children or grandchildren who were educated at local schools, but were driven away by a lack of housing and employment. It is possible that there may be a reversal of this trend, and if we are prepared, this could bring a much needed boost to the local economy and a trend towards a younger - and dare we say it, more ethnically diverse demographic!</p> <p>We see this as a healthy thing for the community, and there is nowhere better for children to grow up than this amazing part of Devon. By welcoming young families to the area and allowing them to establish small ‘virtual’ business, we have the opportunity to build a flourishing community for the future.</p> <p>With this in mind, we support the aims set out in Clauses 9.9. 9.10 and 9.11, especially in relation to ‘encouraging small enterprise and facilitating more homeworking.’ We predict an increase in applications to create homes, small offices and workshops, and we believe that the community should look positively at these applications, so long as they are constructed to the highest possible sustainable standards, with the minimum impact on our fragile environment and wildlife.</p>	Supports policy Coly10	Note support No change necessary as a result of this comment
261	Para 9.9 Lacks any ambition to create a 21st century diverse local economy which encourages rural skills-based enterprises, home working, creative and internet tech enterprises, facilitating collaborative tech hubs for young entrepreneurs who can stimulate economic growth and higher paid employment to begin to address the chronic housing affordability issues. The provision of affordable and social housing is only one part of the creation of a self-sufficient vibrant local	Criticises the lack of ambition and a local economic strategy	Developing a strategy for economic wellbeing is outside the scope of the NP. No change necessary as a result of this comment Refer comment to PC

	economy which is not so highly reliant on social housing and welfare benefits. CVRA		
268	To promote more working from home and to encourage the use of redundant farm buildings for fledgling businesses with low rents. To encourage the take up of workshops at the town mills.	Supports home-working, farm diversification and re-use of town mills	Point noted No change necessary as a result of this comment
	POLICY Coly11		Policy Coly11
269	Para 9.13 There is no mention here or anywhere else, of the Colyton Carnival Week, or the Colyford Goose Fayre, and Beating of the Bounds.	Suggests various local events are listed	Extend Para 9.15 to mention specific tourist attracting events that celebrate the area's history, heritage and character
270	Para 9.13 There is no mention of two large and popular events in the parish, namely the Colyton Carnival Week and the Colyford Goose Fair, both of which bring large numbers of people from the surrounding area and afar into the parish. Colyford also organises a Beating of the Bounds event every year which is very well supported by local people. CVRA	Suggests various local events are listed	Extend Para 9.15 to mention specific tourist attracting events that celebrate the area's history, heritage and character
271	para. 9.13 mention the goose Fayre and Magna carta in Colyford	Suggests various local events are listed	Extend Para 9.15 to mention specific tourist attracting events that celebrate the area's history, heritage and character
272	Suggest this policy could be clearer what it is and isn't intended to permit. Consideration to be given to defining "tourism-related" business as this could arguably cover a very wide range of business uses that both directly and indirect support tourism, although it is acknowledged that the criteria are helpful in controlling adverse impact.	Suggests that "tourism-related" is defined	The following definition could be included in the Glossary and cross-reference in the policy: <i>"Tourism Related Business – a business that offers sustainable accommodation or recreation space to visitors to the area, for example those who wish to enjoy the countryside, heritage and natural and built environment of the locality."</i>
273	Criteria (i), however, re. scale is considered difficult to apply if there is no existing activity.	Suggests that criteria i should be re-worded	Re-word criteria i: <i>"the scale of development is proportionate to existing activity in the parish and the immediate locality"</i> and explained in the supporting text
278	.. encourage self-catering and glamping farm visits on farms in the parish	Encourages farm-based tourism development	Add reference to countryside tourism in para, 9.15
	POLICY Coly12		Policy Coly12
279	Para 9.16 Line 3 add: stopping at "the Tramway Station" by the White Hart Inn etc.	Suggests adding: <i>".... the Tramway Station by the"</i>	Add <i>".... the Tramway Station by the"</i> to 9.16
280	Para 9.16 Line 5 amend to: Work is now in place to provide an additional "Halt" to serve etc.	Suggests up-dating reference to Wetlands	Para 9.16 up-date reference to Wetlands halt as appropriate
281	Para 9.17 Amend last line to read: At Colyford too, the Tram Station is on the edge of the "village", also with inadequate or lack of footpaths alongside the A3052.	Suggests addition to end of para. 9.17	Add <i>"village, which also has inadequate safe footpath links alongside the A3052."</i>
282	Para 9.18 The last sentence must be deleted completely. The Tramway is too expensive to be used to commute between Colyford, Colyton and Seaton.	Calls for last sentence of 9.18 to be deleted	Review para. 9.18 in the light of several comments
283	Transport & Travel – Use of Tram - Business & Jobs/Para 9.17 – Not only is there a need to improve the pedestrian route from the Tramway to the town, but it also needs to be improved to the village. Pedestrian routes are mentioned throughout the document and are a real problem. The lack of pavement across the River Coly adjacent to the White Hart Inn is very dangerous.	Emphasises the need to improve pedestrian routes throughout the pariah	Refer comment to PC No change necessary as a result of this comment

284	Could the Parish reach agreement with South West Water to build a footbridge adjacent to the road bridge with a right of way across the small patch of land adjacent to their pumping station? If this wasn't possible a footpath could be created if a chicane was installed over the bridge, (similar to the one leading to the Town) this would also serve as a traffic calming measure. A pedestrian crossing to the tramway stop at Colyford could run adjacent to the actual tramway crossing, thus not littering the highway with signs and crossings.	Makes suggestions for improved pedestrian facilities	Refer comment to PC No change necessary as a result of this comment
285	Para 9.18 – This paragraph should be reflective that the tramway is in fact too expensive to be used for a commute. This is a real shame as it would be an excellent way to bring trade to Colyton without bringing the problem of cars and parking. It is also an environmentally friendly way to move between Colyton, Colyford and Seaton. If pavements were improved and some sort of subsidy for local residents to use the tram was agreed, I am certain it would be popular. Even if there a special timetable for a “commuter tram”.	Questions whether the tramway could ever be a regular mode of transport for local people	Review para. 9.18 in the light of several comments
286	9.16 Whilst this states that the Tramway offers residents an alternative way to approach Seaton, we do not believe this to be a practical suggestion. For sure, residents could use the Tramway but in reality, how many do, apart from with their own visitors? Surely it is too expensive to use on a regular basis and both stations are some way from the centre of the villages, even with the Loyalty Card the Tramway offers.	Questions whether the tramway could ever be a regular mode of transport for local people	Review para. 9.18 in the light of several comments
287	Para 9.16 Planning permission for the additional “Halt” for the Wetlands has been approved, so this paragraph should reflect that by updating the wording. This paragraph needs to include making pedestrian access to Colyford from the Wetlands Halt and the White Hart Halt safe, as the new halt will increase footfall to the village from both. CVRA	Suggests up-dating reference to Wetlands	Para 9.16 up-date reference to Wetlands halt as appropriate
288	Also, the reference to the tramway “ <i>providing an alternative way for parishioners to approach Seaton</i> ” is misleading, the service only runs for part of the year and using it regularly would be prohibitively costly, this sentence should be removed. CVRA	Questions whether the tramway could ever be a regular mode of transport for local people	Review para. 9.18 in the light of several comments
289	Para 9.18 There is minimal signage to Colyford village from the White Hart tram stop, also the route involves crossing the narrow bridge along the A3052 over the River Coly which is very dangerous for pedestrians, improving the safety of this bridge should be explicitly mentioned. CVRA	Points out that pedestrian routes and signage are inadequate	Point noted Refer to PC Address pedestrian issues at Colyford with addition to para. 9.17 Add “ <i>village, which also has inadequate safe footpath links alongside the A3052.</i> ”
290	Para 9.16 add ‘ <i>beautiful countryside, passing through Seaton Wetlands, stopping at</i> ’	Suggest adding “ <i>passing through Seaton Wetlands</i> ”	Amend 2 nd sentence to read; “ <i>After leaving Seaton it traverses beautiful countryside passing through Wetlands, stopping at the White Hart....</i> ”
291	Para. 9.18 the tramway is too expensive and not adequate for community use	Questions whether the tramway could ever be a regular mode of transport for local people	Review para. 9.18 in the light of several comments
292	Para 9.16 the tramway does not really offer an alternative way to travel to Seaton or Colyton. It is expensive and the timetable does not lend	Questions whether the tramway could ever be a regular mode of transport for local people	Review para. 9.18 in the light of several comments

	itself to regular local use. It is a wonderful tourist attraction for our area.		
293	Tramway links – the tramway is very important to the local economy. The pedestrian link to the town centre needs action.	Supports policy	No change necessary as a result of this comment
294	para. 9.18 states " <i>we should pursue opportunities to promote walking, cycling and public transport</i> ". New Government investment for improving and developing cycle lanes, tracks etc was announced by the Transport Minister Grant Shapps back in July this year.	Points out that the Government is supportive of new initiatives	Refer to PC No change necessary as a result of this comment
296	9.16 It is disingenuous to tout the tramway as a viable form of public transport. No resident discounts are available, and fares priced at premium levels commensurate with its primary function as a tourist attraction.	Questions whether the tramway could ever be a regular mode of transport for local people	Review para. 9.18 in the light of several comments
297	9.17 last line after settlement add "with no continuous footway access to village amenities"	Proposes addition to para. 9.17	Add to para. 9.17: <i>"village, which also has inadequate safe footpath links alongside the A3052."</i>
298	Better signage and road markings to improve tramway to town links	Calls for better signage and road markings to help pedestrian links	Pedestrian management is not a matter for the NP Refer to PC
POLICY Coly13			Policy Coly13
299	Para 9.20 Delete "We want" and replace with "We demand".	Wants NP to be more demanding	The NP should not be used as a 'manifesto'. No change necessary as a result of this comment
300	I suggest the PC act on policy Coly13 urgently once the plan is agreed.	Supports policy Coly13 and calls for the PC to be pro-active	Refer comment to PC
301	Connectivity – super-fast communication infrastructure is badly needed and will be most effectively achieved across the parish if driven by the council.	Calls for the PC to be pro-active	Refer comment to PC
302	Suggest this is strengthened to make it a requirement of new development, by deleting the words "seek to" from the second part. This policy wording from the Newton Poppleford & Harford Neighbourhood Plan which has recently been examined goes slightly further, and may be a useful example to consider: <i>"Future improvements to mobile phone reception and superfast broadband infrastructure serving the Parish will be supported where it is sensitively sited and sympathetically designed. Suitable ducting to accommodate FTTP broadband should be provided in all new development. Where practical, all new residential, educational and business premises will be required to make provision for the latest highspeed broadband and other communication networks."</i> EDDC	Suggests the SG consider the wording of the Newton Poppleford & Harford Neighbourhood Plan which has recently been examined and takes a firmer position.	Revise wording of policy Coly13 in line with the NP&H NP
SECTION 10			Section 10
303	Limit expansion of Colyton Grammar School as it has outgrown the site and transportation of pupils is dangerous.	Wishes to limit further development of CGS	Note point No change necessary as a result of this comment
304	Para 10.1 It ranges from "very busy" to "extremely busy".	Suggests re-wording of para. 10.1	Note point No change necessary as a result of this comment
305	Para 10.2 Despite a town centre car park, "which is often full", there is a regular problem.	Proposes the addition of " <i>which is often full</i> "	This assertion has been challenged previously. No change necessary as a result of this comment
306	Para 10.3 Add at the end: "in Colyford, the traffic issue relates to the periods at the beginning and	Suggests an addition to the para. 10.3 to provide context to the Colyford problem with the CGS	Add at the end of para. 10.3: <i>"in Colyford, the traffic issue relates to the periods at the beginning and end of the</i>

	end of the Grammar School day during Term time.		<i>Grammar School day during Term time."</i>
307	Para 10.4 Line 3 Amend to: There are "no" direct links to Sidmouth, Exeter, "or Lyme Regis"	Says there are no direct links via public transport	Para 10.4 Amend to: There are "no" direct links to Sidmouth, Exeter, "or Lyme Regis"
308	Para 10.5 This para needs beefing up. I suggest that the following is added: "It is essential that the gap in the route between Seaton and Colyford is completed without any further delay. In addition, it is essential that the Stop Line Way Multi-User Path between Colyford and Axminster is commissioned without any further delay. This would then allow cyclists from Seaton, Colyford, Colyton, Whitford, and Musbury to commute by cycle to Axminster Railway Station, and then on towards Exeter or Dorchester and Southampton to work, rather than use a car. This would be a great asset to the area regarding commuting, and a significant contribution towards reducing the Carbon Footprint in these areas of East Devon and is in accordance with Section 9 of the NPPF.	Wishes to advance the cause of the Stop Line	Include reference to strength of feeling about the Stop Line amongst the community
309	Para 10.3 – The traffic issues in Colyford at the beginning and the end of the school day during term time.	Suggests an addition to the para. 10.3 to provide context to the Colyford problem with the CGS	Add at the end of para. 10.3: <i>"in Colyford, the traffic issue relates to the periods at the beginning and end of the Grammar School day during Term time."</i>
310	Para 10.4 – There are no direct links to Sidmouth, Exeter or Lyme Regis.	Says there are no direct links via public transport	Amend sentence to reflect current situation
311	Para 10.5 – It is high priority that the route between Seaton and Colyford is completed and the stop line way multi-user path between Colyford and Administer be commissioned asap to allow cyclists to commute safely by cycle to Axminster railway station and onwards by train, as opposed to car use. This would again help reduce the carbon footprint and have a massive health benefit to boot.	Suggests an addition to the para. 10.3 to provide context to the Colyford problem with the CGS	Include reference to strength of feeling about the Stop Line amongst the community
312	10.1 We are grateful for the introduction of the Speedwatch team in Colyford and the VAS but we are surprised that there is no mention of actual speed of the traffic through the village. In the past few months, we have observed many vehicles travelling in excess of 50mph and some over 60mph. There is no pedestrian crossing apart from island just below the junction with Seaton Road. In the Parish Plan of 2008, it was noted that there was too much traffic travelling too fast – plus ça change!	Expresses concerns about traffic speed in Colyford	Traffic management is outside the scope of a land use plan No change necessary as a result of this comment
313	10.4 ... we do not believe that the Tramway can be listed as an alternative mode of transport for residents.	Questions whether the tramway could ever be a regular mode of transport for local people	Address this comment with revisions to para. 9.18
314	Para 10.3 It should be noted here that the traffic problems associated with the Grammar School in Colyford only occur for a short window of time in the morning and afternoon during the set down and pick up of pupils during term time. CVRA	Suggests an addition to the para. 10.3 to provide context to the Colyford problem with the CGS	Add at the end of para. 10.3: <i>"in Colyford, the traffic issue relates to the periods at the beginning and end of the Grammar School day during Term time."</i>
315	Para 10.4 Is inaccurate, there are no direct public transport services to Sidmouth, Lyme Regis or Exeter. CVRA	Says there are no direct links via public transport	Amend sentence to reflect current situation
316	Paras 10.5 and 10.10 Should recognise that there is an urgent need for completion of the 'Stop Line Way' between Seaton and Axminster to promote	Wishes to advance the cause of the Stop Line	Include reference to strength of feeling about the Stop Line amongst the community

	tourism and provide a safe and healthy route for cyclists to Axminster Station for onward travel to Exeter, Dorchester and other major conurbations for work and leisure. CVRA		
317	There is no clear plan for the residents of Colyford to safely walk through the village on the very narrow or non-existing footpath. Neither is there any mention of slowing the fast-moving traffic despite it being a 30mph zone. The flashing signs at either end have very little effect – surely something should be put in place.	Calls for a walking plan and traffic management measures	These matters are outside the scope of the NP Refer to PC
318	Para 10.4 omit 'there are few...to Sidmouth or Exeter' add.... 'Whilst there are a few services to Sidmouth or Exeter, services do exist from Seaton via Harepath road. This stop is a reasonable walk from Colyford.	Says there are no direct links via public transport	Amend sentence to reflect current situation
319	para 10.3 add .. <i>in Colyford the traffic issues relate to periods at the start and end of the grammar School day during term times.</i>	Makes point that 'issue' is only at certain times	Add at the end of para. 10.3: <i>"in Colyford, the traffic issue relates to the periods at the beginning and end of the Grammar School day during Term time."</i>
320	Para. 10.4 no direct links to Sidmouth/Exeter (hospital) or Lyme Regis	Says there are no direct links via public transport	Amend sentence to reflect current situation
321	para.10.5 it states that completion of the Stopleveline Way cycle route is a "community priority". This is a farce, as the development of the Stopleveline Way over the last five years has been little short of pathetic. There is no signage whatsoever of the Stopleveline Way on the entrance to the Seaton Wetlands track, just one very small notice of it being for joint use of cyclists and walkers at the Colyford end, nothing at all at the cemetery end which is the most used access point, and no further development to date from Seaton Underflete.	Complains about lack of progress with Stop Line	Refer comment to PC No change necessary as a result of this comment
322	it would be an excellent idea to incorporate the need for a pedestrian crossing in Colyford, and a strong intention to introduce a speed limit of 20mph on the A3052 through the village - given the close proximity to a large school and school children crossing a busy road.	Advocate road safety measures in Colyford	These matters are outside the scope of the NP No change necessary as a result of this comment Refer comment to PC
323	Transport and parking could be improved but I believe is outside the scope of the NP Safer routes/pavements to school would be ideal but again I believe this is outside of the scope of the NP, as is the buses problem at Colyford.	Advocate improvements to public transport and road safety measures but recognises that these matters are outside the scope of the NP	No change necessary as a result of this comment
326	Colyton is a great place to live and people are helpful and friendly. We feel lucky to live here. Your plan is thoughtful, and you seem aware that traffic and parking are real issues for us all. It would be so good if a few simple measures could improve the roads for us all.	Supports NP	No change necessary as a result of this comment.
327	I have read your plan for Colyton and would like to comment on one issue that affects the road where Queen Street meets King Street. I live in Old Court House with my husband. The house is one of five cottages that are seriously old and therefore vulnerable. Ours is timber-framed. Almost daily lorries that are too large come down Queen Street to then enter King Street. The corner by the Methodist Church is tight and narrow. The drivers are unaware of what they are going to find and try the corner.	Traffic management measures are outside the scope of the NP	Refer suggestion to PC

	<p>Would it be possible to put up signage to indicate the narrow corner with size restriction?</p> <p>Other roads in Colyton have this problem and I have seen holes in the walls where lorries have misjudged the space. Could Colyton restrict the very large lorries in the smaller streets? Traffic calming could also be considered in the narrow part of Dolphin Street as it is quite dangerous to walk there at certain busy times of day.</p>		
328	<p>Para 10.3 asserts 'Residents are quite used to sharing the road with motor and other vehicles. This is not such a problem, as long as those in charge of the vehicles recognise and respect this.'</p> <p>I would argue that for the main road between Colyton and Colyford this is a problem. The connecting roads between the two are not safe, and subsequently are not used by a considerable number of cyclists and pedestrians. To assume that motorists recognise the dangers to other users on this key road downplays the impact the lack of safe access has on community connectivity.</p> <p>If we are to limit traffic and increase sustainable travel between Colyton, Colyford and Seaton then the introduction of safe walking and cycling is needed. There seems little space or capacity to introduce new routes yet the first period of lockdown in 2020 highlighted just how many residents make use of the connected routes on foot or bike when the volume of vehicles is reduced.</p> <p>I propose that as well as statements of intent and strategy relating to connectivity and the environment, we invite potential schemes for achieving improvements now.</p>	Traffic management measures are outside the scope of the NP	Refer suggestion to PC
329	10.1 3 rd line after "delivery vehicles" add "farm machinery"	Wants to point out that farming vehicles have to use roads as well	Add " <i>and farm vehicles</i> "
330	10.1 last line after VAS add "to promote compliance with 30 mph speed limit"	Seeks addition to para. 10.1	Add " <i>to promote compliance with the speed limit</i> "
331	10.4 The tramway does not serve the Parish in this way.	Questions value of Tramway to Parish	Point noted No change necessary as a result of this comment.
332	The increase in traffic movements is already having detrimental effects on Colyton's streets. With road surfaces being broken up there is no doubt that the services running beneath will become closer to disruption or collapse (as has occurred in Dolphin Street alongside the Colcombe Castle).	Points out that the heavy traffic is damaging road surfaces	This matter is outside the scope of the NP No change necessary as a result of this comment
333	The three main(?) roads into the town all have problems. There should be an integrated study of all the problems in an attempt to avoid the sort of piecemeal approach which leads to streets being dug up twice within 12 months.	Calls for an integrated transport study	Such a study is outside the scope of the NP Refer to PC
334	Seaton Rd, Colyford urgent need for road signage to warn motorists of pedestrians and cyclists and vice versa. Footway urgently needed between Popes Lane and Stafford Barton on the A3052. The cycle way through Colyford needs more signage.	Calls for more signage	This matter is outside the scope of the NP No change necessary as a result of this comment

335	Far more beneficial to the residents of Colyford would be a pedestrian crossing across the busy A3052 and traffic calming measures of some form - a village gateway as they have in Axmouth or traffic lights as they have in Sidford and a pavement from the White Hart and also from Elm Farm Lane to Gully Shute. The traffic speeds through the village with the majority of motorists paying little attention to the 30mph speed restriction. Speed cameras would be a deterrent and with the increase in pedestrians and cyclists on the road this should be given priority but the plans barely give it a mention. Surely these sorts of issues are some of the things the parish plan should be highlighting - things that will benefit the residents of the village.	Traffic management and control measures are outside the scope of the NP	Refer suggestion to PC
POLICY Coly14			Policy Coly14
336	Para 10.8 There are only 2 bus services in the Parish. The 885 from Seaton to Axminster (daytime only), and the 20 from Seaton to Taunton on a long and meandering route taking some one and a half hours in each direction, and with only 3 buses per day, each way. Urgent bus routes to Sidmouth and Exeter (especially to Hospitals), are required without any further delay. This would also greatly reduce car movements in the area.	Points out the inadequacy of the current level of provision and calls for more bus routes	Ensure para. 10.4 adequately describes the current level of service and the frustrations expressed by the community
337	Para 10.8 – I have noticed that many of the buses going up and down Coly Road are empty (albeit Covid is probably distorting the usage), however a rethink of the bus sizes (downsize) and frequency (increase) should be looked at. Urgent bus routes to Sidmouth and Exeter are needed and again this would greatly reduce car movements, thus reducing the carbon footprint in the area.	Calls for smaller buses to be used	This matter is outside the scope of the NP No change necessary as a result of this comment
338	10.8 we do not believe that the Tramway offers an alternative mode of transport to residents based on its current fares and timetables.	Questions value of Tramway to Parish	Replace the first two sentences of para. 10.8 with: <i>"We support the more general use of alternative transport modes to the private motor car."</i>
339	Para 10.8 more importance should be placed on a good regular (perhaps shuttle buses for local use) for reasons of environment/pollution.	Advocates a regular shuttle bus	No change necessary as a result of this comment
341	10.8 last line amend to read "... residents want and need to visit"	Suggests an addition to para.	Amend end of para. 10.8 to read: <i>".. residents want to go and need to visit"</i>
342	The scandal of the closure of bed spaces in our local Seaton Hospital needs addressing to relieve pressure on the Exeter hospital	Makes point about closure of Seaton Hospital	This matter is outside the scope of the NP No change necessary as a result of this comment
Policy Coly15			Policy Coly15
343	Para 10.10 Add to the end of this para: "and would encourage off road cycle routes, especially to Axminster and Seaton".	Suggests an addition to para.	Add to end of para. 10.10: <i>"and would encourage off road cycle routes, especially to Axminster and Seaton"</i> .
344	Para 10.13 A pedestrian controlled crossing across the A 3052 in Colyford near to the Memorial Hall/ Post Office is essential. It has been promised for years, but nothing has happened to date.	Calls for pedestrian crossing	This matter is outside the scope of the NP No change necessary as a result of this comment Refer to PC

345	Para 10.10 – add some wording to the end of this para ... <i>“and would encourage off road cycle routes, especially to Axminster and Seaton.”</i>	Suggests an addition to para.	Add to end of para. 10.10: <i>“and would encourage off road cycle routes, especially to Axminster and Seaton”.</i>
346	Para 10.11 – There is a footpath from Coly Road to the first cottage (Pear Tree Cottage) and then pedestrians have to walk on the road, often with their back to the oncoming traffic, due to the dangerous nature of crossing the road and then having to cross again to access the field or rejoin the footpath.	Points out the inadequacies of the footpath system in Colyford	Point noted. No change necessary as a result of this comment
347	10.11 We would ask you to include the lack of footways along the Seaton Road from the junction with the A3052 to the entrance to the Wetlands. Many locals and visitors walk up and down this road and the lack of pavements makes it a less than pleasant experience. In fact, it is not just the lack of pavements which makes this a dangerous walk but also the speed of many of the vehicles travelling this stretch of road.	Asks for reference to the lack of footways along the Seaton Road for visitors to the Wetlands	Add reference to the lack of footway access for visitors to the Wetlands
348	Para 10.13 There was funding agreed for a controlled crossing to be installed in Colyford to make crossing the A3052 safer, as this still hasn't been installed this needs to be included explicitly as a requirement within this paragraph. CVRA	Complains about lack of action on pedestrian crossing	This matter is outside the scope of the NP No change necessary as a result of this comment Refer comment to PC
349	Creation of more traffic-free cycling routes would be very welcome, particularly linked to Colyton Primary School.	Supports traffic-free cycling routes linked to Colyton Primary School	Point noted No change necessary as a result of this comment
350	Para 10.10 add....and would encourage off-road cycle routes	Suggests addition to para. 10.10	Add <i>“and would encourage off-road cycle routes”</i> to end of para. 10.10
351	para. 10.13 still no crossing on the 3052 even though it has been out is too dangerous	Complains about lack of action on pedestrian crossing	This matter is outside the scope of the NP No change necessary as a result of this comment Refer comment to PC
352	Para 10.13 Crossing the A3052 in Colyford can be extremely hazardous for local residents. Traffic speeds are too high – also on the Seaton Road. It is local people who use the local facilities 7 days a week who need a crossing.	Points out the road safety issues at Colyford	Point noted No change necessary as a result of this comment
353	the lack of a continuous designated or weather footway or cycle way from Colyton through Colyford and on to Seaton does not encourage alternatives to using motorised vehicles. Although there is a cycle route along Cownhayne Lane from Colyton to Colyford it has no footway and from the southern end of Colyton (footbridge by Coles Mill) the distance to Cownhayne Lane is virtually the same as the distance to Colyford Memorial Hall the only consolation is that it has slightly less distance uphill. Whilst I appreciate the local topography presents challenges in terms of cycle routes and some may relish the exercise potential of some routes many will choose a route which is easier and shorter even if using public roads is necessary this point is illustrated by the present cycle route through the Seaton wetlands it is certainly more pleasant but also slower as it is shared with pedestrians and is less direct and the public road is therefore an attractive option to commuters etc.	Advocates easy cycling routes	Point noted No change necessary as a result of this comment
354	policy no.15 it appears there is an "intention" to improve walking and cycling routes but nothing	Calls for an implementation strategy	Refer comment to PC

	<p>specific as to how this will be achieved such as for example setting up a new parish committee to especially investigate potential funding sources from both local and central government. The Stopline Way in particular was to be constructed</p> <p>I hope that the next few years will demonstrate some progress on this important route, but sadly I have not yet seen any evidence of any enthusiasm or additional funds in this part of East Devon.</p>		
355	<p>Full support for improved walking and cycling routes. However, to make these fully safe, especially as a number of them e.g. the B3161, are alongside a major entry routes, where traffic levels will likely grow e.g. as a result of development of the Ceramtec site. Could we under the Aim of "Improving Road Safety in the Parish" adopt an Objective to commit "to calming/ slowing the vehicles" e.g. through 20mph limits, speed humps or chicanes.</p>	Advocates easy cycling routes	Point noted No change necessary as a result of this comment
359	<p>It would be splendid to be able to walk from Umborne Bridge to Chantry Bridge along the edge of the football field – a footbridge needed.</p>	Advocates specific walking route and a footbridge	Refer comment to PC
360	<p>10.11 There are many things that divide the two communities, but the lack of a footway is not one of them. The lack of a footway is entirely consistent with the previously stated need to prevent coalescence of the two communities. It is a rural reality dictated by topography and historical development.</p>	Makes point about rural roads	Point noted No change necessary as a result of this comment
361	<p>Para 10.11 Riverside route, yes please need a hard surface on existing path from footbridge of B3161 then hard surface to A3052 at White Hart</p>	Supports improved riverside walk	Point noted No change necessary as a result of this comment
362	<p>Promote new footpaths from Shells Lane to Courtney Drive restore closed footpath from Whitwell Lane to Holyford Lane.</p>	Advocates specific footpaths	Refer comment to PC
POLICY Coly16			Policy Coly16
363	<p>In particular the wording in Policy No Coly 16 needs to be addressed to help prevent coalescence.</p> <p>The wording needs to be changed to acknowledge that there are two different types of problem with the Primary School in Colyton and the Grammar School in Colyford.</p> <p>1. The Primary School in Colyton is located in a densely developed part of the village with narrow access roads, no off-street parking, no visitor or staff parking and very little on street parking, which leads to several severe traffic related problems. This makes it difficult and, in some ways, dangerous for pedestrian and cycle access. Parent drop off and pick up and visitors are all affected by this and severe traffic related issues go on throughout the day, not just in the morning and afternoon.</p> <p>2. In Colyford the situation is different in that the only disruptive times are during the morning and afternoon when the school buses deliver and pick up the students, as the Grammar School has its own staff and visitor parking. Bus access to the Grammar School site is not easy, so the buses are constrained to deliver and pick up on the main A2052. This causes brief disruption to traffic in</p>	Expresses concerns about the possible unintended impact of the policy	Delete draft policy in the light of the concerns expressed by several respondents. Include reference in Section 10 to the problems associated with parking at the two school sites and their different characteristics.

	the morning and afternoon, which could easily be mitigated by better organisation of bus timings and staggered start and finish times for students. The wording of Policy No Coly 16 needs to be changed to reflect this difference in the two schools to accurately identify the actual problems and suggest solutions which do not rely on development in the Green Wedges.		
364	Para 10.15 Delete the words “ <i>major and nuisance</i> ” and add “ <i>significant</i> ” instead of “ <i>major</i> ”.	Wants to change wording in para. 10.15	Revise text to describe parking problems at both schools Use “ <i>significant</i> ”
365	Paras 10.15, 10.16 and 10.17 These need to be re-jigged and re-written, one para to describe Colyton Primary School, and another to describe Colyton Grammar School, Colyford. They have two differing problems that need resolution.	Calls for description of the ‘issues’ at the two schools to be separately described in the supporting text	Revise text to describe parking problems at both schools
366	Para 10.17 The word “ <i>major</i> ” and “ <i>nuisance</i> ” must be deleted from both this Para and Para 10.15. The legal definition of “ <i>urgent</i> ” is actions which cause a substantial and unreasonable interference with the use and enjoyment of a person's land. The word “ <i>nuisance</i> ” could be used by a Developer to gain Planning Permission to build in the Colyton/Colyford Green Wedge, by offering a free Bus Park in return for permission to develop this whole Green Wedge site!!	Wants to change wording in supporting text	Revise text to describe parking problems at both schools
367	Para 10.16 It is very dangerous to propose the use of land for bus parking in Colyford. It is a Grammar School problem, not a Parish Council problem. At the recent Old Cricket Ground Appeal Hearing, Mr James Carthy requested that if the Appeal was upheld, would a proviso be put into the permission to allow access beyond this site for a Link Road. Fortunately. the Appeal was rejected!!	Concerned about reference to land for coach parking in para. 10.16	Revise text to describe parking problems at both schools
368	Para 10.17 Delete the word “ <i>nuisance</i> ”, and replace with the word “ <i>inconvenience</i> ” (see Paras 10.15 and 10.17 above)	Wants to change word in para. 10.17	Revise text to describe parking problems at both schools
369	the wording in Policy No Coly 16 needs to be addressed to help prevent this coalescence. Policy 16 should make it crystal clear that whilst it is intended to support development proposals which will ease traffic congestion around the schools in Colyton and Colyford that this will only be appropriate if it does not compromise the protection given to areas or assets of particular importance such as the Green Wedge or AONB. The way the current neighbourhood plan proposal is drafted, it is both unclear and ambiguous at best. The wording of Policy No Coly 16 needs to be changed to reflect the difference in the two schools in Colyton and Colyford to accurately identify the actual problems and suggest solutions which do not rely on development in the Green Wedges.	Wants to change wording in policy	Delete draft policy in the light of the concerns expressed by several respondents.
370	1. The confusion of Colyton Grammar School being in Colyford does have to be spelt out. 2. Colyton Primary School is a different problem to that of Colyford. 3. The Grammar School buses pupils into the area and out again at night.	Wants separate descriptions to distinguish between the problems associated with the two schools	Ensure the NP text distinguishes between the two locations

	<p>4. The traffic inconvenienced is for at most 30 minutes.</p> <p>5. All the land that has not been developed in Colyford should remain a part of the Green Wedge between Seaton and Colyton.</p> <p>6. The long-term solution would be to control buses in an area at the top of Harepath Road.</p> <p>7. A mini roundabout at the bottom of Harepath Hill/Road and a parking area on the adjacent field. A number of buses park on the road here as it is, so it seems they have found the only sensible solution!</p> <p>8. This would not stop development occurring in other parts of Colyford, but would stop the daily congestion in the middle of the village.</p> <p>9. I am sure this has been mentioned before and is not a cost-effective solution for one part of the problem. It also moves it to new area where feelings will run high.</p> <p>10. It is a great pity that any housing developments are not required by law to address the infrastructure problems that exist now and will increase.</p>		
371	<p>Whilst I feel much of the plan is acceptable, I have concerns regarding Policy No Coly 16. My concern is that the wording of this section is not strong or clear enough to protect against development of the Green Wedges.</p> <p>Policy 16 as drafted suggests that the traffic problems at the schools in Colyton and Colyford are the same - this is not true, and the policy document should be amended to identify this. Whilst the primary school in Colyton suffers traffic related problems that stem from its location in a densely developed part of the village with narrow roads, little or no off-street parking and no adequate on-site facilities for staff and visitor parking, which create severe traffic related problems throughout the day, this is not the case at Colyford school. Here the problem is only present whilst the school buses are picking up or dropping off students.</p> <p>The wording of Policy 16 should identify that these traffic problems are not identical. But most importantly the document should make it clear that any support for proposals to ease traffic congestion around the schools in Colyford and Colyton will only be appropriate if it does not compromise the protection given to areas or assets of particular importance such as the Green Wedge or AONB. The current wording is weak unclear and ambiguous.</p> <p>As such I cannot support the Neighbourhood Plan in its current form.</p>	Wants to change wording of policy	Delete draft policy in the light of the concerns expressed by several respondents.
372	<p>I wish to raise my concerns relating to Policy No.16 and its lack of the protection for the Green Wedges that our communities enjoy.</p> <p>I wish to draw to the CPC's attention the traffic problems generated and experienced in Colyford by buses delivering and collecting students at the Colyton Grammar School, they are severe, but only for no more than 1 hour in the morning and evening and only during term time.</p>	Wants the traffic issues associated with CGS to be better contextualised	Ensure the NP text distinguishes between the two locations

	<p>This traffic issue is not clearly defined in Policy 16 or any supporting paragraphs which gives a misleading impression of the problem.</p> <p>The Policy No.16 comment must be amended before the Parish Plan is submitted in its final format.</p>		
373	<p>I cannot support the draft Neighbourhood Plan as it is currently written.</p> <p>One of my main concerns is the wording of sections in Policy No Coly16 - school traffic and development proposals to ease the congestion. The policy is vague and does not identify that the school traffic problems in Colyford and Colyton are very different and should be treated in different ways. It is also misleading by suggesting that the traffic problem in Colyford is a major problem and nuisance - in reality it is an inconvenience for a short time at the beginning and end of the school day in term time.</p> <p>Any future plans to alleviate the problem by use of land for coach parking and parents drop off etc should not compromise the protection given to areas of particular importance such as the Green Wedge and AONB. All aspects of the Neighbourhood plan should protect the Green Wedge and AONB. Once these areas are lost to development they cannot be reclaimed.</p>	<p>Wants separate descriptions to distinguish between the problems associated with the two schools</p>	<p>Ensure the NP text distinguishes between the two locations</p>
374	<p>I wish to draw to the attention of the CPC Councillors, when considering their approval of the Steering Groups excellent works, an area of concern within the document that does not accurately record traffic congestion in Colyford. It is acknowledged that the primary school in Colyton suffers from several traffic related problems derived from the location of the facility in a densely developed part of the village with narrow roads, little or no off-street parking and no adequate on site facilities for staff and visitor parking, parent drop off/pick up points and difficult, possibly dangerous, pedestrian/cycle access.</p> <p>This creates severe traffic related problems throughout the day and not just at the start and end of the school day.</p> <p>The issue is however entirely different in Colyford where the problem is only present whilst the Colyton Grammar School student buses are dropping off or picking up students. The current wording of Policy No. Coly 16 in the Consultation Document does NOT make these distinct differences clear; they MUST be amended to accurately reflect the situation in both locations.</p> <p>Policy No. Coly16 - School Traffic</p> <p>The CPC Councillors MUST also be made aware that Policy No. Coly16 should make it abundantly clear that whilst it is intended to support development proposals which will ease traffic congestion around the Primary school in Colyton and the Colyton Grammar School located in Colyford this support statement will only be appropriate if it does NOT compromise the protection given to areas or assets of particular importance such as the Green Wedge or AONB.</p>	<p>Wants separate descriptions to distinguish between the problems associated with the two schools</p>	<p>Ensure the NP text distinguishes between the two locations</p>

	As it is drafted in its Pre-Submission format it is needlessly unclear, ambiguous at best and amended accordingly		
375	<p>I wish to reject the pre-submission version of the Neighbourhood Plan. This is due to Policy No Coly 16 – School Traffic - and would like to ensure this policy is more sympathetic to the protection of the Green Wedges between Colyton and Colyford and Seaton and Colyford. I feel that the villages of Colyton and Colyford and the town of Seaton should be kept with their own identities and should not be joined together by development on the Green Wedges that lie between them. All three are within an Area of Outstanding Natural Beauty and should be protected for local people and visitors to enjoy and wildlife to thrive.</p> <p>I therefore feel that the wording in the section below, should have an extra point to ensure this protection is put in place as follows: Development proposals to ease traffic congestion around local schools will be supported provided they do not have an adverse impact on:</p> <ul style="list-style-type: none"> i. local character; ii. residential amenity; iii. highway safety; and, iv. flood risk (including local surface water flooding). PLUS v. the protection given to areas or assets of particular importance such as the Green Wedge and AONB. <p>Policy 16 should make it clear that it supports development proposals which will ease the traffic congestion around the schools in Colyton and Colyford. However, this would only be appropriate if it does not compromise the protection given to areas or assets of particular importance as the Green Wedges between Colyton/Colyford and Colyford/Seaton and also on AONB. The draft is currently unclear and ambiguous and requires amendment.</p> <p>I would like to thank the Neighbourhood Plan Committee for all their work and am sure they wish to ensure the Plan reflects the needs of all residents in the Parish.</p>	Expresses concerns about the possible unintended impact of the policy	Delete draft policy in the light of the concerns expressed by several respondents.
376	Paras 10.15/10.16/10.17 – I think that it would be clearer if both schools were discussed separately as they have different needs, settings, problems and solutions. Grouping them together isn't helpful.	Wants separate descriptions to distinguish between the problems associated with the two schools	Ensure the NP text distinguishes between the two locations
377	Para 10.16/10.17 - This para needs to be reworded. Foresight and caution must be given to the green wedge and the danger posed to it by developers wanting to offer bus parking and piggy backing on permission to develop. The green wedge is sacred and part of a field system which must remain intact in order to preserve its integrity.	Wants to change wording of supporting text	Revise text to describe parking problems at both schools
378	10.15 and 10.16 must be rewritten carefully. There should be a very clear distinction made between the primary school and grammar school because they have very different issues and solutions concerning parking. The proposal of	Wants separate descriptions to distinguish between the problems associated with the two schools	Revise text to describe parking problems at both schools

	<p>coach parks (on green wedge land, which is what the Grammar school is surrounded by) could well leave Colyford Village open to development. The word “nuisances” is hard hitting and inflammatory and not appropriate for Colyford. Primary School and Colyton is general, has a 24 hour parking problem, whereas Colyford is only disrupted for a short time during Grammar school pick up times which could be mitigated by the school with better organization. It is important that we protect the Green wedge and that that is made clear in the document at every opportunity.</p>		
379	<p>The whole of this policy needs more detail – specific detail for each situation. The two schools are entirely different in their locality and needs. Colyton Primary School is set in a densely populated area with precious little room for additional vehicular traffic. The main issue with Colyton Grammar School is the congestion caused by the buses bringing and fetching around 1,000 children at the beginning and end of each school day. Colyton Grammar School moved to its current location nearly 100 years ago with about 100 pupils. This school has grown and grown but has never found a suitable way of accommodating the ever increasing number of buses needed to deal with the burgeoning student cohort.</p> <p>The wording of the policy is not tight enough. Whilst local character and residential amenity are listed, it is essential that any development which might impact on the Green Wedge or other local designations should not be countenanced. The policy should include another numbered item in the list such as: ‘v. Any local asset designation such as the Green Wedge or AONB.’</p> <p>We urge Colyton Parish Council to address these two situations separately.</p>	Wants separate descriptions to distinguish between the problems associated with the two schools	Delete draft policy in the light of the concerns expressed by several respondents.
380	<p>Policy 16 should make it very clear that the intention to support development proposals to ease traffic congestion around the schools in Colyton and Colyford recognises that these traffic problems are not the same. Protection of the Green Wedge and AONB must remain paramount. Currently these matters are not clear.</p>	Wants separate descriptions to distinguish between the problems associated with the two schools	Ensure the NP text distinguishes between the two locations
381	<p>Para 10.15 The wording should be changed from “major problem/nuisance to “significant problem”. Also, it should make clear that the primary school has an ongoing problem throughout the day, whereas the grammar school creates a short window of congestion in the morning bus drop off and afternoon bus pick up periods. These are two totally different problems. CVRA</p>	Wants to change wording	Ensure the NP text distinguishes between the two locations
382	<p>These comments relate to Policy Coly 16 which is one of a number of policies in the draft Neighbourhood Plan and, should a relevant planning application be made, it will have a material impact on how that application is determined by EDDC or at Appeal:</p> <p>If the planning application includes a range of proposals for development in the Green Wedge,</p>	Expresses concerns about the possible unintended impact of the policy	Delete draft policy in the light of the concerns expressed by several respondents.

	<p>one of which relates to measures to alleviate the school bus issues in Colyford, then this policy will become relevant and will influence the decision to approve or refuse the application. It is therefore very important it is correctly worded and does not unduly favour one type of development in this case, a coach park, and should not incorporate inappropriate wording which could benefit speculative developers</p>		
383	<p>As currently drafted the policy is confusing and ambiguous by referencing the traffic issues at Colyton for the primary school, and Colyford for the Grammar School as though the locations, settings and issues are the same. This is not the case. It also specifically mentions the use of land to provide a coach park for the Grammar School here as stated in the draft:-“But the use of land for coach parking, staff and visitor parking, parents’ drop-off, walking routes etc is probably necessary if an effective and permanent plan is to be put in place.” The Green Wedge adjacent to the grammar school would be the obvious location for this if access/highways issues could be resolved. The current wording of Policy 16 will encourage, and be cited by developers, as providing support for speculative development in the Green Wedge which includes modest measures which may alleviate the school bus issue. We believe the wording here needs to be changed to avoid that. CVRA</p>	<p>Concerned about reference to land for coach parking in para. 10.16</p>	<p>Ensure the NP text distinguishes between the two locations</p>
384	<p>A shrewd developer will produce a proposal which takes advantage of the way in which it has been written to claim policy 16 is supportive of a wider mixed development which incorporates elements such as a coach park. We know that such a proposal already exists and is highly likely to be brought forward especially if Policy 16 is not amended. CVRA</p>	<p>Expresses concerns about the possible unintended impact of the policy</p>	<p>Delete draft policy in the light of the concerns expressed by several respondents.</p>
385	<p>A coach park would enable the school buses to arrive and depart the village with a minimum of disruption to traffic on the A3052 around the Memorial Hall and Fairview Lane which would be a very good outcome. However, this would come with a huge disproportionate cost to the village. This is because the favoured location is on Green Wedge land to the west of Fairview Lane at Stafford Lane.</p> <p>However, the existing road access is very poor and could not cope with buses and coaches in its present form. These roads could not be significantly widened or improved. A proposal has been put forward to create a new road across the north of Colyford from Coly Road (the old cricket ground site) in the east to the Grammar School in the west. However such a road would cost in the order of £5 million and could not be funded without substantial additional speculative development. This would mean some 2/300 houses constructed in a major part of the Green Wedge to the north of Colyford. A development on this scale would inevitably create major traffic congestion at its only entrance/exit in Coly Road which would also</p>	<p>Concerned about reference to land for coach parking in para. 10.16</p>	<p>Delete draft policy in the light of the concerns expressed by several respondents.</p>

	severely impact the nearby busy junction at the A3052 creating an even greater inconvenience to the residents of both Colyford and Colyton than already exists. CVRA		
386	Mr James Carthy made verbal representations to the planning inspector at the recent planning appeal hearing earlier this year. He requested that if the appeal for development of the old cricket ground site were to be upheld it should include conditions requiring the developer to leave access clear for the development of the remaining Green Wedge to the west of the site. This would effectively destroy the Green Wedge to the north of Colyford. The plan needs to be robust enough to ensure this doesn't happen. It would also leave the way clear for the major housing development previously proposed in the southern Green Wedge to be resurrected leading to the substantial erosion of the open farmland between Colyford and Seaton. The majority of the land to the north and south of Colyford which lies within the Green Wedge is in the same ownership and as major development to the south of Colyford has previously been proposed and rejected we know this landowner is highly sympathetic to development within the Green Wedge. CVRA	Expresses concerns about the possible unintended impact of the policy	Delete draft policy in the light of the concerns expressed by several respondents.
387	Paras 10.16 and 10.17 The reference "the use of land for coach parking" should be removed. The two schools in the parish have completely different problems and this should be reflected in the wording, in particular the word "nuisance" should be replaced by "inconvenience" in 10.17. It is likely that the grammar school will experience further pressure to expand in the future and as it has already admitted that it is at maximum capacity for its current site, an alternative solution to its access problems might be to review the location of the school rather than trying to solve them at the existing site. Solving these at the current site would potentially be cost prohibitive and very unpopular within the village of Colyford and would potentially change the nature, amenity and character of the village greatly. The Grammar School busses in the majority of its pupils from around the Devon/Somerset/Dorset areas, very few come locally from the parish, so future consideration could be given for the school needing a bigger site where existing access is easy and straightforward, the current site is never likely to fulfil this requirement nor provide potential for any growth in capacity. CVRA	Concerned about reference to land for coach parking in para. 10.16	Revise text
388	I wish to express that I am unhappy with the above plan as it is currently presented. In particular the wording of Policy No Coly16 regarding School Traffic. The policy addresses the issues regarding the two schools in the same statements. However, clearly this is not appropriate. The two schools are in quite different locations and have different issues of differing severity. The problems experienced in Colyton occur throughout the	Wants separate descriptions to distinguish between the problems associated with the two schools	Delete draft policy in the light of the concerns expressed by several respondents.

	day, whereas those in Colyford are only at the beginning and end of the school day. In Colyton they are of far more concern than those in Colyford which are an inconvenience. Any proposals to support alleviation of these issues should also only be appropriate if they do not compromise the protection of areas or assets of particular importance such as the Green Wedge and AONB. This is not clearly referenced in the plan and should also be included.		
389	10.15 Different schools, different issues. Colyford GS creates traffic jams each evening with up to 10 coaches preventing emergency services gaining access to residents or properties within the villages.	Wants separate descriptions to distinguish between the problems associated with the two schools	Ensure the NP text distinguishes between the two locations
390	10.17 Parish Council does not liaise with CGS apart from occasional response. On a general note, with Covid 19 prevalent it is not a suitable time to operate a consultation process when most elderly are isolating and unhappy with mixing with others.	Says PC does not often liaise with CGS	Point noted. No change necessary as a result of this comment
391	10.16 Whilst the congestion surrounding CGS is both morning and particular evenings issues over the numbers are increasing and to increase the size of the school intake without recognising the need to change the infrastructure is short-sighted and to ease congestion by creating elsewhere parking is supported however it must not be created on agricultural land or green wedge or impinge on AOB and the need to maintain the village environment is important, and policy 16 should be more precise and less ambiguous.	Concerned about reference to land for coach parking in para. 10.16	Delete draft policy in the light of the concerns expressed by several respondents.
392	10.17 As a local resident experiencing this congestion on a daily basis together with many others who likewise have the extra issues of staff and pupils parking on Stafford Lane, Colyford in addition to many vehicles on the school's inadequate parking provision further enhanced by the lack of pedestrian walkways in Elm Farm Lane and Fairview Lane.	Supports call for better walkways near schools	Revise text
393	10.16 Part of the solution is changing travel to school habits and managing drop-off and pick-up traffic. However, the use of land in sustainable locations to provide staff and visitor parking parents drop-offs, walking routes etc for the primary school in Colyton and for measures to alleviate the congestion at the start and end of the school day in Colyford may be appropriate provided it does not compromise the protection given to areas or assets of particular importance such as the green wedge or AONB.	Expresses concerns about the possible unintended impact of the policy	Revise text
394	10.17 change nuisance to inconvenience	Wants to change wording	Revise text
395	Policy 16 does not differentiate between CGS and Colyton Primary School in relation to their different locations. This should be properly stressed in policy 16.	Wants separate descriptions to distinguish between the problems associated with the two schools	Ensure the NP text distinguishes between the two locations
396	Changes to policy 16 School Traffic 10.15 the traffic generated at the beginning and the end of the day in term time around the primary school in Colyton and the lack of a dedicated parking area have been recognised as major problems/nuisances for some time. In	Suggests re-wording of supporting text	Ensure the NP text distinguishes between the two locations

	Colyford the traffic congestion generated by Colyton Grammar school bus drop-off and pick-up periods at the start and end of the school day during term time causes significant inconvenience and frustration to local residents		
397	para 10.15 add... significant – omit ‘major’	Wants to change wording of para. 10.15	Revise text
398	para 10.17 omit ‘nuisance’, add ‘inconvenience’	Wants to change wording of para. 10.17	Revise text
399	<p>I have studied the Pre-submission Colyton Parish Neighbourhood plan at some length and the reason I am contacting you is that I have concerns with Policy No Coly16 in the draft plan and do not support it as it is currently written. Policy 16 is too vague and does not identify specific issues at the two school locations which are quite different. The draft conveys that the same problems are shared but this is not true, and it should be amended The two schools are in very different locations and this should be properly identified. The problems experienced in Colyford are limited to school bus pick up and drop off time unlike those in Colyton which are more diverse and complex.</p> <p>It should be made clear in the Plan that whilst it is intended to support development proposals which will ease traffic congestion around Colyton and Colyford schools this will only be appropriate if it does not compromise the protection given to areas of particular importance such as the Green Wedge or AONB. At the moment the wording is unclear and ambiguous.</p> <p>I do appreciate all the hard work which has gone into the Plan but I feel the above is a very important.</p>	Wants separate descriptions to distinguish between the problems associated with the two schools and a separate policy approach for each school	Delete draft policy in the light of the concerns expressed by several respondents. Ensure the NP text distinguishes between the two locations
400	<p>I have been a resident of Elm Farm Lane, Colyford, for more than 40 years. Obviously, as this is one of the main access routes to Colyton Grammar School, I experience first-hand the twice daily increase in traffic, both pedestrian and vehicular, associated with the pupils coming and going to the school. I would like to place on record that during these times I experience only the slightest inconvenience which any resident living near or by a school would and should expect. Essentially, two episodes of a maximum of 30 minutes, at the beginning and end of the school day, term time only.</p> <p>I therefore wish to challenge the contention in Para. 10.16/17 of the Neighbourhood Plan that traffic/parking is a ‘major problem/nuisance’. The very idea that to overcome this inconvenience, elaborate road construction and coach parking on green field sites, with the attendant risk of opening up the potential development of the Green Wedge between Colyford and Colyton, is appalling.</p> <p>I sincerely hope that when the Parish Council consider the Plan, they will treat this very real risk with due diligence.</p>	Wants the traffic issues associated with CGS to be better contextualised	Revise text
401	I have a real concern with Policy No Coly16 in the draft Neighbourhood Plan and do not agree with what has been written. I do appreciate all the	Wants separate descriptions to distinguish between the problems associated with the two schools	Delete draft policy in the light of the concerns expressed by several respondents.

	<p>hard work gone into the draft, but I feel that Policy 16 is too vague and does not identify specific issues at the two school locations mentioned as these are quite different. The two schools are in very different locations and this should be properly identified. The problems experienced in Colyford are limited to school bus pick up and drop off time unlike those in Colyton which are more diverse and complex. It should be made clear in the Plan that whilst it is intended to support development proposals which will ease traffic congestion around Colyton and Colyford schools this will only be appropriate if it does not compromise the protection given to areas of particular importance such as the Green Wedge or AONB. At the moment, the wording is unclear and should be amended to properly reflect the situation in both locations.</p>	and a separate policy approach for each school	Ensure the NP text distinguishes between the two locations
402	<p>The policy should make it clear that any development to ease traffic around the schools should not compromise the protection given to areas of importance such as the green wedge and AONB. The policy should also make it clear the difference in the traffic issues between the two schools in Colyton and Colyford. The problem at Colyton is parent car parking whereas at Colyford it is the school bus parking on the main road which is a problem. Solutions will need to be different.</p>	Expresses concerns about the possible unintended impact of the policy	Delete draft policy in the light of the concerns expressed by several respondents.
403	<p>Para 10.16 Coaches for CGS do cause a problem. Especially in the afternoons. But as a person who lives very close and is affected by it, like most Colyford people would rather live with the situation than have green wedges used for new roads and housing. None of that.</p>	Wants the traffic issues associated with CGS to be better contextualised	Revise text
404	<p>The Wording in policy 16 makes our green wedges very vulnerable. The wording must be changed. Do not know why you refuse to strengthen policy 16. The Neighbourhood Plan is supposed to follow wishes of community but as ever you do not appear to listen. The community does not wish the green wedges built on. the CGS and other 'get-rich-quick' landowners' wishes should not override the wishes of the local community. You have been told what wording needs changing, so please do it.</p>	Wants to change wording	Delete draft policy in the light of the concerns expressed by several respondents.
405	<p>Policy 16 gives the impression that both Colyton and Colyford school problems are the same. This is not so. Colyton Grammar School is not in Colyton. It is in Colyford and has a much simpler problem. We have lived in the centre of Elm Farm Lane for 22 years and have never ever had a problem. The children are well behaved and well supervised by the staff. There are about 700 plus walking along this lane twice a day. We residents adjust our comings and goings to avoid the peak half hour. The coaches on the main road should be encouraged to spend minimum time there and to turn their engines off to avoid harmful air pollution. The private cars – parents, service</p>	Wants separate descriptions to distinguish between the problems associated with the two schools and a separate policy approach for each school	Revise text

	<p>vehicles, people carriers etc should be strongly requested to stagger and minimise their time in the area – possibly picking their students up further afield or in the village car park. After all the school was here long before the residents many of whom attended the school themselves and their children and grandchildren are proud to have done so.</p> <p>We strongly feel the astronomical cost of providing a coach park and new road and potential further housing eating at the green wedge to be totally unwarranted and out of all proportion to the problem in this lovely rural area. Let us all calm down use our common sense and not try to make mountains out of mole hills.</p>		
406	<p>As drafted Policy 16 gives the clear impression that the problems experienced around the schools in Colyton and Colyford are the same and have the same impact and severity in both locations. This is not the case and the policy should be amended to clarify this.</p> <p>The primary school in Colyton suffers from several traffic related problems derived from the location of the facility in a densely developed part of the village with narrow roads, little or no off=street parking and no adequate on-site facilities for staff and visitor parking, parent drop off/pick up points and difficult, possibly dangerous, pedestrian/cycle access. This creates severe traffic related problems throughout the day and not just at the start and end of the school day. The issue is entirely different in Colyford where the problem is only present whilst the school buses are dropping off or picking up students at the start and end of the school day during term time. This is not clear from the wording of Policy 16 which must be amended to properly reflect the situation in both locations.</p> <p>Furthermore, Policy 16 should make it clear that whilst it is intended to support development proposals which will ease traffic congestion around the schools in Colyton and Colyford this will only be appropriate if it does not compromise the protection given to areas or assets of particular importance such as the Green Wedge or AONB and that any proposals should be proportionate in scale to the inconvenience encountered by local residents. References to the use of land for the provision of a coach park should be deleted as this unduly favours one particular widely known development proposition which is not the purpose of a Neighbourhood Plan. All sustainable proposals should be treated equally and without bias which the current drafting does not recognise. As it is currently drafted it is needlessly unclear and ambiguous at best.</p> <p>The Public Consultation Notice on the Parish Council website states that “all comments will be publicly available” and I would be grateful if you could please confirm when all Regulation 14 comments will be published for the public to</p>	<p>Wants separate descriptions to distinguish between the problems associated with the two schools and a separate policy approach for each school</p>	<p>Delete draft policy in the light of the concerns expressed by several respondents.</p>

	view and how they will be made easily available to all in the Parish community.		
407	<p>This policy combines the issues with parking and traffic for Colyton Primary School and the Colyton Grammar school in Colyford, although they are in different areas with different histories and concerns.</p> <p>After conflating the two schools in 10.15 in 10.16 it is stated that, ' the use of land for coach parking, staff and visitor parking, parents' drop-off, walking routes etc is probably necessary if an effective and permanent plan is to be put in place.'</p> <p>Which school is this referring to? If this is referring to The Grammar School then this implies that it is policy and it has been already decided on, to create extra parking and a bus park for the Grammar School. The implication here is that it has been agreed that Green Wedge Land will be sacrificed with an access road built between Coly Road crossing Fairview into adjacent land with house building to pay for this project or in between Fairview Lane and Stafford Lane, with bus access using Stafford Lane which would require considerable up grading of the road; including removing hedges and covering gullies. This no doubt would also include house building to pay for this project. Either project would result in destroying the local character of Colyford and destroying natural habitats and corridors used by wildlife. This would also invalidate any commitment to the Green Wedge both in the local plan and is also contrary to Strategy 8 of the East Devon Local Plan.</p> <p>It needs to be stated that including the coach pick up and drop off for The Grammar School as 'major problems/nuisances' is unfounded. There is a very vocal minority in Colyford who spend a lot of their time focusing on this issue and this opinion is not held by the majority of people in Colyford. I would challenge the Parish Council to provide evidence to the contrary.</p> <p>Paragraph 10.17 also conflates the need for parking etc for the primary school with bus pick up and drop off for the grammar school. I note that NPPF (para.110) also states that '...the impact of development would not cause unacceptable harm to the surrounding area.'</p> <p>What 10.15 needs to say is; The traffic generated by Colyton Primary School at the beginning and the end of the school day and the lack of an adequate dedicated parking area for the Primary School, has been recognised as major problems/nuisances, for some time. There are also concerns expressed by some residents in Colyford regarding the coach pick up and drop of from The Grammar School in Colyford.</p> <p>10.16 There is however no simple and straight-forward solution. Discussions have been held with the schools to explore ways to alleviate the problems in the interests of safety and the relief of localised congestion. Part of the solution is changing travel to school habits and managing drop-off and pick-up traffic. But the use of land</p>	Wants separate descriptions to distinguish between the problems associated with the two schools and a separate policy approach for each school	Ensure the NP text distinguishes between the two locations

	<p>for coach parking, staff and visitor parking, parents' drop-off, walking routes etc is necessary for Colyton Primary School if an effective and permanent plan is to be put in place.</p> <p>10.17 The Parish Council will continue to liaise with the schools, the highways authority and other interested parties in the hope of arriving at a viable and deliverable scheme for Colyton Primary School that will help alleviate the traffic congestion and parking obstructions and reduce the nuisance experienced by residents near the school. Policy Coly16 is aimed at facilitating workable solutions for Colyton and Colyford that have the community's support, do not encroach on the Green Wedge and will help realise the aspirations of the NPPF (para. 110) to create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles as long as the impact of such development would not cause unacceptable harm to the surrounding area</p>		
408	<p>I'm particularly concerned about the current Policy wording in regard to School Traffic (Coly16), and its potential to encourage Green Wedge development between Colyton and Colyford, and also the reference to Affordable Homes (Coly8).</p>	Wants to change wording	Delete draft policy in the light of the concerns expressed by several respondents.
409	<p>I think paragraphs 10.15 to 10.17 need a complete rewording.</p> <p>The existing statements are rather too vague, and I think there's a need to identify the specific issues experienced at each site location. I'm aware that the Colyford Village Residents Association (I'm a member) has detailed quite a lengthy submission of proposed revisions.</p> <p>The impact of school traffic in Colyford is quite acute - 30 mins at the start of the day (around 8.30am) and then mid-afternoon (around 3.15/3.45pm). The number of coaches all parked up is ridiculous, and quite an inconvenience to local residents. Basically, the school has become too big for the village in which it is located. A solution must be found, but not one that compromises the Green Wedge.</p> <p>Policy 16 should make it clear that whilst it is intended to support development proposals that will ease traffic congestion around the schools in Colyton and Colyford, this will only be appropriate if it does not compromise the protection given to areas or assets of particular importance such as the Green Wedge or AONB.</p> <p>The draft document currently opens the door to a potential developer seizing the opportunity to build housing and a link road through to the school and a coach park (development from the Old Cricket Ground to the east right across to the Grammar School to the west).</p> <p>The solution for coaches could be to the south of Colyford, around the Lyme Bay Auctions site (Harepath Road Industrial Estate). Coaches could drop off and pick up there, and school children walk to and from that location.</p> <p>Preferably an alternative brownfield site should be found for a Colyton Grammar School 'Sixth</p>	Wants separate descriptions to distinguish between the problems associated with the two schools and a separate policy approach for each school	Delete draft policy in the light of the concerns expressed by several respondents. Take comment into account when reviewing the NP text

	Form Centre' perhaps- somewhere in East Devon (it wouldn't have to be in Colyford). By reducing the number of students being educated in Colyford, this will reduce the traffic problem caused by coaches and by parents / 6th form student cars arriving and departing.		
410	There is a desire by the School to build a coach park on our favoured site. The school are a large employer in the area and we recognise the impact we have on the community and the contribution. Colyton Grammar School	CGS confirms that it wants to build a coach park	Revise text
413	The wording 'development proposals to ease traffic congestion around the local schools will be supported'. This sentence should be more specific especially for the Grammar School problem, support the much needed coach parking and access roads but not at the expense of high volume housing development to pay for improvements. If such provisions cannot be achieved without over development of housing then alternative sites for relocation of the Grammar School should be considered. Any expansion plans to increase pupil numbers should be resisted until the parking problems experienced by Colyford are resolved.	Wants to change wording to policy Coly16	Revise text
414	10.15 These are not major problems and certainly not a nuisance. These descriptors should be deleted. There are issues associated with the collection and Deposit of pupils at both locations requiring sensitive management by the schools' management and Devon County Council Highway Authority. In the case of Colyton Grammar School, the Headmaster and DCC have jointly agreed that the current arrangements present the lowest risk to the children staff and parents. No formal study has been undertaken to examine alternative options and it would be highly irresponsible of the parish council to prejudge the outcome of such a study and make the stated assumption that "... the use of land for coach parking staff and visitor parking ...etc is probably necessary". This statement needs to be deleted.	Wants the traffic issues associated with CGS to be better contextualised	Revise text
415	Once coach parking is relocated away from the A3052 a pedestrian crossing long promised is urgently needed between the church and the village Hall. Research to be given for a local post bus linking Colyton and Colyford with the main Exeter/Lyme/Axminster service.	Calls for a pedestrian crossing	Point noted Refer to PC
416	School traffic refer to Section 8 vision statement	Cross references policy to aims and objectives	Any revised policy approach should recognise the approved aims and objectives
417	The Colyton Parish Neighbourhood Plan in its current form fails to plan for the needs of residents of Colyford. As a resident of Colyford I am amazed that so much attention has been given to the congestion to the A3052 twice daily during term time by the many coaches and double decker buses used to ferry the huge number of pupils to the Grammar School located in Colyford known as Colyton Grammar School. This is a selective school that sets its own entrance exam and pass mark therefore benefiting very few local children and yet the	Objects to policy supporting development plans of the Grammar School	Point noted Refer to PC

	<p>plan suggests that Colyton Grammar School is an asset to the parish. The majority of the pupils attending the school are out of area and travel large distances to the school, hence the many buses and cars needed to ferry pupils to and fro. This school has a great deal of land with access from both Whitwell Lane and Stafford Lane which could be used as a drop off and pick up point and if the roads to the school are deemed too narrow then smaller buses could be used. Transport is arranged and paid for by the parents and must be considered before they choose to send their child to the school. This is a choice they make rather than sending their child to the school that serves their local area.</p>		
	POLICY Coly17		Policy Coly17
418	<p>Para 10.19 add residents of Colyton “and Colyford” etc THE REASON being that Colyford residents have problems parking in Colyton to go shopping, and both Colyford residents, and businesses in the centre of Colyton are losing out as a result.</p>	Suggests add “and Colyford” to 1 st sentence of 10.19	Add “ <i>and Colyford</i> ” to 1st sentence of 10.19
419	<p>Para 10.23 – The Government recently announced that the date for ceasing the sale of petrol or diesel cars is now 2030 and therefore even more urgent need for electric on street charging points. Many people do not have driveways or garaging. On street charging is a success in mainland Europe.</p>	Points out that Govt target date has changed	Amend date to reflect new Government target of 2030
420	<p>We are not sure why there is no mention of Colyford in this section? As far as we are aware there is no public car park in Colyford apart from on street. Does Colyford Memorial Hall allow ‘public car parking? We observe cars parked there in the summer months when visitors to the Wetlands walk from there down Popes Lane and into Wetlands from the top end. Some visitors to the Wetlands park along the Seaton Road at the entrance to the Wetlands – this can add to the danger of exiting from Popes Lane as the width of the road is constricted. Whilst there is parking for the Wetlands through Seaton Cemetery there is nowhere safe for people to park at the Colyford end unless it is permitted at the Memorial Hall.</p>	Asks why Colyford is not mentioned	It is not mentioned because the policy applies to Colyton only No change is necessary as a result of this comment
421	<p>Para 10.19 Colyton and Colyford residents experience parking problems, as both use the shops in Colyton and Colyford. The Post Office in Colyford has parking problems at peak times. CVRA</p>	Points out that Colyford residents have parking problems too	Point noted No change is necessary as a result of this comment
422	<p>Para 10.24 Should reflect the need for new electric vehicle charging points all around the parish as stated in comment to Para 8.24 above. CVRA</p>	Stresses need for electric vehicle charging points	No change is necessary as a result of this comment
423	para. 10.23 omit 2040 add 2030	Points out that Govt target date has changed	Amend date to reflect new Government target of 2030
424	<p>a considerable effort needs to be found to identify a site(s) for additional public parking. At the same time, on-street parking restrictions must be applied to overcome serious issues in King Street in particular.</p>	Calls for new public car park serving Colyton town centre	Refer comment to PC No change is necessary as a result of this comment
425	<p>Many properties in Colyton and some in Colyford block off road parking facilities and provision must be made for cars linked to these properties</p>	Suggests locations for electric vehicle charging points	Point noted Refer to PC

	to charge vehicles. Whilst charging points in Dolphin Street Car Park may exacerbate existing parking concerns, this is likely to be less so in the car park at the Peace Memorial Playing Fields where solar PV input from the youth centre might be utilised. In Colyford the Memorial Hall car park may be the best location for a charging facility.		No change is necessary as a result of this comment
426	Electric vehicle charge points should be mandatory at the Dolphin Street, Peace Memorial Playing Fields and Colyford Memorial Hall Car Parks.	Suggests locations for electric vehicle charging points	Point noted Refer to PC No change is necessary as a result of this comment
427	given the progression towards non-fossil-fuelled vehicles, should we include an objective " <i>to encourage the adoption of electric vehicles by ensuring the necessary provision of charging stations for residents & visitors</i> "	Suggests electric vehicle charging points should be added to objectives	The Aims and Objectives were 'approved' by the PC following consultation. They should not be changed as a result of this comment.
429	Paragraph 10.23 – note that referenced ban on sale of new diesel and petrol cars has been brought forward from 2040 to 2030	Points out that Govt target date has changed	Amend date to reflect new Government target of 2030
433	Para 10.19 Town Square also has residents living there who have cars – approx. 12 properties, some are flats.	Points out that people with cars live on Town Square	Point noted. No change is necessary as a result of this comment
435	Para 10.23 update 2040 to 2030	Points out that Govt target date has changed	Amend date to reflect new Government target of 2030
SECTION 11			Section 11
436	Para 11.1 How does the Grammar school help the "small" village of Colyford? All it does for the village is to cause severe traffic problems twice per day I suggest that the Grammar School is deleted from this Paragraph.	Questions benefit of CGS to Colyford	Point noted. No change is necessary as a result of this comment
437	Para 11.2 Surely Seaton Hospital provides very little health services, since being more or less closed by the NHS. Therefore, should Seaton Hospital be deleted from this Paragraph?	Questions reference to Seaton hospital	As it provides some health services No change is necessary as a result of this comment
438	Para 11.5 Does the Colyton Leisure Centre still offer excellent facilities since the part closure by the Grammar School?	Questions amount of public access to facilities at CGS	Point noted. Make reference to reduce public access
439	The LED facility in the grounds of the Colyton Grammar school is a vital source of community keep-fit activity, both the trainer-run classes and the hire of the sports hall facilities etc. There does seem to be a concern that availability of the facility was being eroded by the Colyton Grammar school in the couple of years prior to the Covid pandemic. The times of the classes had been reduced because the halls were not available before a certain time these "availability times" were being changed increasingly in favour of school use and therefore against community use. Whilst this is outside of planning considerations it is typical of the way some organisations find ways to get around the excellent policies outlined in documents such as the CNP. The building may still be there but if the school only allow its use for a very restricted period it fails to serve its original purpose.... I hope LED leisure activities at Colyton can be increased rather than reduced as and when Covid restrictions change to allow this.	Questions amount of public access to facilities at CGS	Point noted. No change is necessary as a result of this comment
440	Para 11.1 – The Grammar School does not really benefit Colyford per say as it causes severe traffic problems which are detrimental to the village.	Questions benefit of CGS to Colyford	Point noted. No change is necessary as a result of this comment

	Further, it does not serve the children of the Parish as most are bussed in from afar. It could therefore be argued that this amenity should be deleted.		
441	Para 11.2 – Should Seaton Hospital be deleted from this paragraph as it offers little service and will probably close in the near future.	Questions reference to Seaton hospital	As it provides some health services No change is necessary as a result of this comment
442	Para 11.4 – The problem with the Grammar School is that it draws the majority of its pupils from outside the neighbourhood which isn't good for the community, which is a shame as many local children sit the entrance exam and are therefore keen to attend.	Questions benefit of CGS to Colyford	Point noted. No change is necessary as a result of this comment
443	11.1. We fail to see why as residents of Colyford we are 'fortunate' to have the Grammar School located in the village. It affords us residents no real benefit that we are aware of, just congestion and litter.	Questions benefit of CGS to Colyford	Point noted. No change is necessary as a result of this comment
444	11.5 The LED Leisure Centre in the grounds of Colyton Grammar School is a bit of a mystery to us and doesn't seem to be well advertised and is often closed in the holidays or at weekends. Maybe its use outside school hours should be encouraged through greater promotion.	Questions amount of public access to facilities at CGS	Point noted. No change is necessary as a result of this comment
445	Para 11.4 States that the Grammar School was founded in Colyton for the benefit of Colyton and is part of the heritage of Colyton, however when it outgrew its site and moved to Colyford in 1920 it moved outside the parish completely, it only became part of the parish again when Colyford joined Colyton parish in the 1970s. This facility no longer benefits the parish as hardly any parish pupils go to it. CVRA	Questions benefit of CGS to Colyford	Point noted. No change is necessary as a result of this comment
446	Para 11.5 and 11.15 The Colyton Leisure Centre at the Grammar School now provides no daytime activities in term time since the school insisted that the public were not allowed access during school hours due to security considerations. This has greatly reduced access to the leisure facilities for local residents, so they cannot now be described as "excellent". CVRA	Questions amount of public access to facilities at CGS	Point noted. No change is necessary as a result of this comment
447	Para 11.1 The Grammar School does not help the community at all. The School does not appear to be interested in the local community and seemingly considers it a nuisance. Our awareness of School is limited to the coaches and congestion twice a day in term times.	Questions benefit of CGS to Colyford	Point noted. No change is necessary as a result of this comment
448	Para 11.5 is the Colyton Leisure Centre actually providing much at all for the community now, as daytime use was discontinued?	Questions amount of public access to facilities at CGS	Point noted. No change is necessary as a result of this comment
449	This includes the provision of leisure facilities, it should be noted that the sports facilities are owned by the School. Colyton Grammar School	CGS points out that the facilities are owned by the School	Add reference to School owning the facilities in para. 11.5
450	A long-term vision statement that the three acres of land next to the Reece Strawbridge building is retained and dedicated as the site for a new primary school for Colyton a dream site in every sense to relieve the cramped quarters our present school injures.	Proposes site for a new primary school	Refer suggestion to PC No change is necessary as a result of this comment
	POLICY Coly18		Policy Coly18
451	Para 11.9 It is understood that in 2020, there is not a waiting list for allotments in the Parish.	Says there is no current waiting list	Ask PC and up-date in the light of information provided

458	Promote having land in reserve for extra allotments at Colyton also to earmark and plan to have land in reserve at Colyford for allotments and a community composting facility.	Calls for allotment development strategy	Refer suggestion to PC No change is necessary as a result of this comment
POLICY Coly19			Policy Coly19
459	Para 11.15 Is the LED managed Colyton Leisure Centre still able to offer the facilities quoted in this Para, since the Grammar School took over this facility during term time?	Questions amount of public access to facilities at CGS	Point noted. No change is necessary as a result of this comment
460	para. 11.15 review if Colyton Leisure Centre and offers public use adequately to meet local needs	Questions amount of public access to facilities at CGS	Point noted. No change is necessary as a result of this comment
461	Page 42 para 11.16 – is there a boules piste at PMPF?	Asks question about facilities at PMPF	Amend description if necessary
462	Map 8 incorrectly shows the extent of the Peace Memorial Playing Fields and has omitted the football field and play area at Road Green and the play area off Whitwell Lane.	Says map 8 is inaccurate	Ensure map shows correct areas of the two locations that are the subject of the policy
468	11.15 This section needs to be updated to capture the loss of public amenity occasioned by the Grammar School and EDDCs decision to exclude the public during school hours in term time.	Says that para. is out-of-date	Up-date para. to reflect current situation regarding public access to leisure facilities
469	Sports and recreation protect the leisure centre facilities at Colyton Grammar School to ensure these are used to full capacity. Address the excess light spillage from the all-weather pitch.	Asks that light spillage issue be addressed	The NP is about future development. It cannot be used to tackle problems with existing development. Refer comment to PC No change required as a result of this comment.
SECTION 12			Section 12
470	Para 12.2 Provision should be made for a regular review of the finally made Plan by the Parish Council. We suggest the maximum cycle for these reviews should be 2 years. CVRA	Suggests that the NP should be reviewed very frequently	Refer suggestion to PC No change required to 12.2 as a result of this comment.

Colyton Parish Neighbourhood Plan

Part 2: Consultation Statement – Statutory and Strategic Consultees

1. Introduction

This Consultation Statement has been prepared by the Colyton Parish Neighbourhood Plan Steering Group to conform to the legal obligations of the Neighbourhood Planning Regulations 2012.

Section 15(2) of Part 5 of the Regulations sets out what a Consultation Statement should:

- a) Contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan
- b) Explain how they were consulted
- c) Summarise the main issues and concerns raised by the persons consulted Describe how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan

This Consultation Statement provides an overview of each of the above stages of consultation in accordance with Section 15(2) of Part 5 of the Regulations.

Part 2 of this Consultation Statement summarises the statutory and non-statutory consultation undertaken with relevant statutory bodies and stakeholders, other than those that could be described as being a part of our community, in developing the Colyton Parish Neighbourhood Development Plan.

2. Summary of Consultation Approach to Statutory Consultees

The aims of the Colyton Parish Neighbourhood Plan consultation process included:

- to ensure the neighbourhood planning process was informed by the views and intentions of statutory bodies and stakeholders
- to take fully into account those views and intentions
- meet the requirements of Regulation 14

3. Evidence Gathering

Whilst preparing our evidence-base we wrote to several agencies that we thought had an interest in the Parish and may hold information that could help us in our neighbourhood planning. We received useful information and guidance from:

East Devon District Council	Blackdown Hills AONB
Devon Biodiversity Records Centre	Devon County Council
Devon Wildlife Trust	Homes England

We are grateful for the help we received.

4. 1st Draft Plan – Informal Consultation

In August 2018, a first version of the Neighbourhood Plan was shared with East Devon District Council to take account of its current position and ensure that the draft Plan and its policies met the basic conditions.

The response we received from East Devon District Council on 22nd August 2018 was generally encouraging. *“Our comments are intended to enhance what is already a well-considered plan. The Plan has a good flow and is clearly punctuated with informative tables and content throughout.”*. A schedule of comments based on the response from East Devon District Council was prepared (see Appendix B). It was considered by the Steering Group on the 30th August 2018. Several minor changes to the draft policies and supporting text, as a result of East Devon District Council’s comments, were agreed in principle. In September 2018, an amended 1st Version of the Colyton Parish Neighbourhood plan was up-loaded to the Parish Council website for informal consultation with the community and local stakeholders.

5. Sustainability

5.1 Screening Opinions for Strategic Environmental Assessment and Habitats Regulation Assessment

Two screening exercises were undertaken to ensure that the emerging plan would not have significant environmental impacts or likely significant effects on the protected characteristics of the Neighbourhood Plan area.

A screening opinion⁵ for Strategic Environmental Assessment was issued initially by East Devon District Council in February 2019 and consultation was undertaken with the appropriate statutory bodies⁶ by them. EDDC, the local planning authority, concluded that *“with regard to the SEA, the conclusion of the assessment is that the Plan has the potential to result in a significant adverse effect on the environment, subsequently SEA is required. With regard to the HRA, the conclusion of the assessment is that the Plan has the potential to result in a significant adverse effect on any Natura 2000 sites so should be subject to HRA.”*

After a protracted period during which a suitable environmental consultant without local interests was sought, a Habitat Regulations Assessment⁷ was produced on behalf of the Colyton Parish Neighbourhood Plan by Wardell Armstrong. The HRA is a process, not a report, and this report therefore provides information to the competent authority (East Devon District Council (EDDC)), to enable them to perform an Appropriate Assessment of the pre-submission CNDP.

The HRA was used to inform the SEA process. A SEA Scoping Report⁸ was issued by the consultant in March 2020. Its purpose was to determine the draft scope for the SEA. The Scoping Report determined that only Ecology would need to be addressed within the SEA Environmental Report. The remaining issues were scoped out on the basis of the unlikelihood for significant effects upon the environment and given that the CPNP does not propose development above and beyond that which has already been established at a higher level of plan-making through the East Devon Local Plan and East Devon Villages Plan.

In June 2020, a Strategic Environmental Assessment Environmental Report⁹ was issued. Its purpose was to identify, describe and evaluate the likely significant effects on the environment through the implementation of the CPNP and its reasonable alternatives.

The conclusions reached by the SEA was that the Pre-Submission version of the Colyton Parish Neighbourhood Plan *“supports the status of designated sites within or adjacent to the Neighbourhood Plan area, in that it contains policies which support development which protects designated sites and important semi-natural habitats, as well as providing policy support for development to enhance ecological networks and provide net gains for biodiversity wherever possible. Where policies have the potential to lead to development which could impact upon important natural assets in the Neighbourhood Plan area, additional criteria regarding protecting such assets is included. As specific sites for such development are not identified in the Neighbourhood Plan, as planning applications come forward, they will be assessed, in part, against the policies within the Neighbourhood Plan, thereby securing protection, and where possible, the enhancement of European, national and local designated sites, important semi-natural habitats, wildlife corridors and ecological networks across the plan area”*.

A further opinion was requested prior to submitting a final version of the Plan to the local planning authority. EDDC replied in March 2021 that *“there is no need for further screening or SEA/HRA re-assessment.”*

⁵ <https://www.colytonparishcouncil.co.uk/archives/Colyton-NPlan-SEA-HRA-screening.pdf>

⁶ Natural England, Historic England, Environment Agency

⁷ [https://www.colytonparishcouncil.co.uk/archives/HRA-Report-CNDP-March-2020-vs3-\(1\)-Issued.pdf](https://www.colytonparishcouncil.co.uk/archives/HRA-Report-CNDP-March-2020-vs3-(1)-Issued.pdf)

⁸ <https://www.colytonparishcouncil.co.uk/archives/Colyton-NP-SEA-Scoping-Report-03-2020.pdf>

⁹ <https://www.colytonparishcouncil.co.uk/archives/NP-Environment-2020-06-08.pdf>

6. Regulation 14 (Pre-submission stage) Consultation

Neighbourhood Plan regulations require that a statutory consultation period of 6 weeks is undertaken by the responsible body on the final draft plan prior to its submission to the Local Authority in advance of their statutory Regulation 16 consultation.

6.1 Drafting the Neighbourhood Plan

The Neighbourhood Plan policies were drafted in close collaboration with East Devon District Council, to ensure that the emerging policies were not in conflict with the National Planning Policy Framework, were aligned to the Local Development Plan and that they were usable in a Development Management context; the Council was also a key statutory consultee under Regulation 14.

6.2 Who else was Consulted?

The Regulation 14 consultation is specific about organisations and stakeholders that should be consulted. The legislation requires that prior to submitting the plan to the local planning authority the qualifying body must:

- publicise it in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area
- consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan; and
- send a copy of the proposals for a neighbourhood development plan to the local planning authority.

All of the statutory bodies listed in Appendix A were consulted on the draft Neighbourhood Plan for Colyton thus ensuring we adhered to the requirements of Schedule 1 of the 2012 Regulations.

6.3 How were they Consulted?

The Colyton Parish Neighbourhood Plan was sent by email to all bodies and organisations on our consultation list, with explanation of what was required for the consultation and the date when responses were required by. All consultation requests which received an invalid response message via email were followed up and alternative respondents were obtained. During the course of the consultation the key consultation stakeholders were contacted to enquire whether a response would be made. Additional time was allowed to take account of any difficulties being experienced as a result of the Covid 19 Crisis.

6.4 What did the Consultees say?

A summary of the responses and the Neighbourhood Plan Steering Group's reaction to them is set out at Appendix D.

7 Conclusions

In preparing the Colyton Parish Neighbourhood Plan we have made strenuous efforts to establish and maintain a dialogue with those bodies and organisations covered by Schedule 1 of the Regulations and those other bodies and organisations we have identified as having an interest in our area.

The views, comments and suggestions received at each stage of the Neighbourhood Plan have been fully considered and have helped to guide and shape the form of the Plan so that it not only reflects what local people wish to see happen for their area but takes account of how we can share future planning and delivery with outside bodies and organisations so as to realise our aims and objectives.

This Consultation Statement and the supporting appendices are considered to comply with Section 15(2) of part 5 of the 2012 Neighbourhood Planning Regulations.

Appendix A of Part 2

List of Strategic Stakeholders Consulted

National Organisations	Neighbouring Local Authorities
The Coal Authority	East Devon AONB
The Homes and Communities Agency	Blackdown Hills AONB
Network Rail Infrastructure Ltd	Mid Devon DC
The Marine Management Organisation	Exeter City Council
Natural England	South Somerset DC
Historic England	Neighbouring Parishes
Environment Agency	Seaton Town Council
Highways England	Axmouth Parish Council
Campaign to Protect Rural England	Musbury Parish Council
Forestry Commission	Shute Parish Council
National Trust	Widworthy Parish Council
Planning Inspectorate	Northleigh Parish Council
Woodland Trust	Farway Parish Council
Civil Aviation Authority	Southleigh Parish Council
Ancient Monuments Society	Beer Parish Council
Regional Organisations	Service Providers
Heart of South West Local Enterprise Partnership	Western Power
NFU	Wales and West Utilities - gas
Sport England	South West Water
RSPB	National Grid
LED	Devon and Somerset Fire Service
County Wide Organisations	Amec
Devon County Council	BT
Devon County Council	Virgin
Devon Waste Partnership	Talk Talk
Devon Wildlife Trust	Sky
Devon Local Nature Partnership	Three Mobile
Exeter & Devon Airport	O2 Vodafone
District Wide Organisations	Vodacom
East Devon District Council	EE Mobile
Age UK	OfCom
	SSE
	Western Power Distribution
	Devon and Cornwall Police
	NHS Devon

Appendix B of Part 2

Colyton Parish Neighbourhood Plan - Comments Received from EDDC on draft of 1st Consultation Version Plan and Alterations Made – August 2018

No.	Aspect	LPA ¹⁰ Comment	Changes Made (as result of SG 30/08/18)
1	Para 3.2	<i>The revised NPPF (2018) is used as the main reference. Just to note this is acceptable if you are planning for submission after January 24th, 2019. Any plan submitted before that date must reference and be assessed using the NPPF (2012).</i>	No change
2	Para 3.4	<i>East Devon Villages Plan was adopted on 26 July 2018.</i>	Date of adoption added to para. 3.4 (page 6)
3	Para 3.5	<i>Not essential but might be worth referencing the quote (East Devon Local Plan, 2016, p159)</i>	Footnote added referencing the quote from the Local Plan (page 7)
4	Para 4.10	<i>We'd suggest you add the East Devon Villages Plan to this section.</i>	Added East Devon Villages Plan to list in para. 4.10 (page 9)
5	Para 5.4	<i>We'd suggest rephrasing 'A neighbourhood plan policy has been introduced where it is felt that it strengthens or brings local specificity to the Local Plan.' Maybe... 'All policies contained within the Neighbourhood Plan strengthen or bring local specificity to better determine planning outcomes for Colyton Parish beyond those policies contained in the Local Plan'</i>	Amended para. 5.4 as suggested (page 10)
6	Policy Coly1	<i>Could you link to the Natural England list of priority habitats/species in the footnote? 'Development proposals should: ... ii) protect, manage and enhance the network of habitats, species and sites of importance including trees and woodlands' hedgerows and roadside verges' – intention is sound, however in reality we cannot demand that development proposals manage and enhance an environment, the focus needs to be on limiting the adverse impact of development and demanding mitigation measures and contributions where adverse effects are identified. If a resident applies for a minor extension it would be onerous to request that the proposal includes a scheme to manage and enhance the local network of habitats. Does Coly1 add any local distinction to the Local Plan policy as it is written? We'd suggest adding specific reference to map 2 in the policy to drive home the locally informed aspect</i>	Criteria ii amended (page 14)
7	Para 7.8	<i>We'd suggest avoiding reference to the remainder of the land outside of the AONB and BUAB as being treated as equal to AONB as that may undermine your policy. The parish wide reference may also appear to conflict with national and strategic AONB policy. The AONB designation should be recognised as being distinct and associated AONB national and local policy should be supported in the plan (no need to repeat what is already highly restrictive policy contained in the Local Plan). Coly1 should be specific to areas outside of the AONB / BUAB to avoid conflict with AONB or BUAB strategic policy.</i>	Para's 7.8 – 7.11 re-ordered, reference to AONB limited and additional words added (page 14)
8	Map 2	<i>Very blurred, needs to be a better quality for final version for effective management. The map in the original linked document is clear, would just need to match that resolution.</i>	Map left unchanged for this current version
9	Policy Coly2	<i>Great to see woodlands specific policy. Could be enhanced in line with guidance linked below:</i>	No change

¹⁰ LPA = Local Planning Authority (East Devon District Council)

		<p>Woodland Trust's manual for planners: http://www.woodlandtrust.org.uk/publications/2017/09/planning-for-ancient-woodland/ Woodland Trust's neighbourhood planning microsite: https://www.woodlandtrust.org.uk/campaigning/neighbourhood-planning/</p>	
10	Policy Coly2	<p>National Planning Context - Suggest your text is brought in line with below final copy: NPPF paragraph 175 states: When determining planning applications, local planning authorities should apply the following principles: c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons [58] and a suitable compensation strategy exists; Footnote 58 states: For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat.</p>	Policy extended to take account of NPPF exceptional reasons clause and explanation given in new para. 7.16 (pages 16-17)
11	Para 7.14	<p>...major contribution to the rural and natural character of the area and should be afforded be protected from development. Included amongst their... (extra words 'be afforded'?).</p>	Word deleted (page 16)
12	Para 7.20	<p>We'd suggest removing any reference to Green Belt designation, the two designations of Green Wedge and Green Belt are distinct, and the reference potentially risks undermining your rationale.</p>	Reference to Green Belt deleted (page 19)
13	Policy Coly6	<p>'Development within or immediately adjoining the Built-Up Area Boundary will generally be supported provided it: ' – 'Immediately adjoining the BUAB' would allow for significant development outside of the boundary and not conform to the Local Plan, we suggest 'or immediately adjoining' is removed. Development within BUABs has robust policy in place through the development plan for East Devon including the Local Plan and the Villages Plan. Does policy Coly6 improve on those policies or provide local specificity? We consider that as it is written it may supersede existing policy that provides more comprehensive development control for the parish. This is an opportunity to introduce locally specific design policy to add detail to the Local Plan should you wish. Not sure that the second point is necessary- Colyton is recognised as being sustainable and so has a Built-up Area Boundary- there is no need to refer to the settlement hierarchy? Is there any scope to include renewable energy/carbon reduction measures?</p>	No change
14	Section 8	<p>The section title includes 'Heritage' but there aren't any heritage policies?</p>	No change
15	Policy Coly7	<p>Not complete at this stage for comment.</p>	No change
16	Para 8.9	<p>Add 'the' before local planning authority.</p>	Word 'the' added to para. 8.9 (page 27)
17	Para. 9.4	<p>'It is the only oak bark tannery in the Britain' (extra word 'the').</p>	Word deleted (page 29)
18	Policy Coly8	<p>'small-scale' – Could do with defining small-scale and why limit the scale of employment opportunities if a proposal could meet all of your criteria?</p>	'small-scale' deleted from policy Extra words added to para. 9.11 (page 30)
19	Policy Coly8	<p>'predominantly residential areas' is a little vague and could be open to interpretation by potential developers, could do with defining this as within the BUAB or specifying where you support employment development proposals outside of the BUAB. In addition, the revised NPPF para 84 requires policy to allow for development outside of existing settlements to meet local</p>	Extra words added to para. 9.11 (page 30)

		<i>business and community needs, 'predominantly residential areas' may not conform to that requirement.</i>	
20	Policy Coly9	<i>i) 'scale of development is small' – suggest small needs some definition, in any case the policy works well without it. Suggest removal of 'is small'.</i>	'small' deleted in criteria i (page 31)
21	Policy Coly11	<i>'All new residential, educational and business premises development will be required to make adequate, appropriate and effective provision for high speed broadband and other communication networks.' - This cannot be enforced as a 'requirement', suggest rephrasing to 'All new residential, educational and business premises development should seek to make adequate, appropriate...' or similar. We cannot insist that a developer (of any scale) installs a communication network.</i>	Wording of policy changed in line with LPA suggestion (page 32)
22	Policy Coly12	<i>Does this policy have any impact or local advantage beyond Strategy 5B? Coly12 doesn't have the checks and measures to reduce the impact of any development on the environment. You mention interchanges / linkages / bus refuges, but would the community want a bus depot built in the parish backed by this policy? We think the policy may not serve any real planning purpose, if you feel you wish to maintain it we'd suggest tightening up the criteria to avoid any potential impact.</i>	Policy revised to add criteria and extra words to para. 10.9 (page 35)
23	Policy Coly15	<i>Proposals for public car parking areas within or adjoining to town of Colyton, will be supported in their entirety or as part of new developments on suitable sites where: - suggest rewriting this section, not clear as it is written.</i>	No change
24	Para 11.4	<i>Woodrolfe should be Woodroffe.</i>	Spelling corrected in para. 11.4 (page 38)
25	Policy Coly16	<i>Should this include a reference to development carried out as part of these uses? e.g. sheds/ subdivisions/ hard standings/ parking as they can be detrimental to the landscape and visual amenity if they are 'haphazard'.</i>	Additional clause added to policy (page 39)
26	Policy Coly17	<i>New recreational facilities may result in impacts wider than residential amenity and traffic/parking. Potentially noise, landscape impact, floodlighting and impact on wildlife and the historic environment are important considerations.</i>	Criteria added to policy (page 40)
27	Glossary	<i>The term 'Use Classes' is not in alphabetical order.</i>	Glossary re-ordered (page 44)

Appendix C of Part 2

Colyton Parish Neighbourhood Plan - SEA and Habitat Regulations Assessment Screening Opinions – Summary, March 2020

1 INTRODUCTION

1.1.1 Wardell Armstrong (WA) has been commissioned by Urban Vision North Staffordshire on behalf of Colyton Neighbourhood Planning Group to undertake an independent Strategic Environmental Assessment (SEA) in support of the pre-submission Colyton Neighbourhood Development Plan (CNDP) covering the area of Colyton Parish, in the district of East Devon.

1.1.2 The Colyton Neighbourhood Plan (CNDP) is currently being prepared as a Neighbourhood Development Plan under the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012. The Colyton Neighbourhood Plan is being prepared in the context of the East Devon Local Plan.

1.1.3 East Devon District Council (EDDC) have adopted a SEA Screening Report in which they concluded; “With regard to the SEA, the conclusion of the assessment is that the Plan has the potential to result in a significant adverse effect on the environment, subsequently SEA is required”.

1.1.4 Natural England, Environment Agency and Historic England all responded to EDDCs Screening Report. Further details are provided in Section 4.

1.1.5 Therefore, the purpose of this Scoping Report is to determine the draft scope for the SEA Environmental Report.

1.1.6 A HRA ‘Report to Inform an Appropriate Assessment’ was produced by WA to inform the CNDP in March 2020.

Appendix D of Part 2

Colyton Parish Neighbourhood Plan - Comments Received on Pre-Submission Version of the Plan (Regulation 14 version)

Ref.	Substance of Comment:	Interpretation and Reaction:	NPSG Response
	GENERAL		General
1	<p>It is essential that the neighbourhood plan reflects and complies with national planning policy for sport as set out in the NPPF. A neighbourhood planning body should look to see if the relevant local authority has prepared a playing pitch strategy or other indoor/outdoor sports facility strategy.</p> <p>Any new housing developments will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then planning policies should look to ensure that new sports facilities, or improvements to existing sports facilities, are secured and delivered. Proposed actions to meet the demand should accord with any approved local plan or neighbourhood plan policy for social infrastructure, along with priorities resulting from any assessment of need, or set out in any playing pitch or other indoor and/or outdoor sports facility strategy that the local authority has in place.</p> <p>In line with the Government's NPPF, consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities.</p> <p>Sport England</p>	<p>Offers a range of generic advice to plan-makers. Does not make any specific comment on the current version of the NP.</p>	<p>No change necessary as a result of this comment.</p>
2	<p>We are satisfied that the plan's proposed policies are unlikely to result in development which would adversely affect the SRN and therefore we have no comments to make. However, this does not prejudice any future responses Highways England may make on site specific applications as they come forward through the planning process, and which will be considered by us on their merits under the prevailing policy at the time.</p> <p>Highways England</p>	<p>Highways England confirms that the NP does not impact negatively on the Strategic Road Network</p>	<p>No change necessary as a result of this comment.</p>
24	<p>Firstly, congratulations to the Parish Council and all involved in the production of your Neighbourhood Plan for reaching the pre-submission consultation stage in the process. The content is a clear reflection of the considerable effort, research and community engagement undertaken, and this is to be commended.</p> <p>We would also like to draw attention to the fact that we are commencing work on the process of producing a new Local Plan. This is likely to take a year to reach draft stage, but depending on how your Neighbourhood Plan progresses, you may be able to consider conformity with both plans (adopted and emerging). Ultimately if there is a</p>	<p>EDDC compliments the SG and PC on its work and stresses the importance of synergy with the NP and</p>	<p>Consider the suggestions made by EDDC and commit to maintaining a dialogue with the local planning authority Refer comment to PC regarding new Local Plan</p>

	conflict between your Neighbourhood Plan and the emerging Local Plan, the more recent policy will take precedence, and we will work with you to consider the relationship and any implications. You will see that whilst there are numerous comments/observations made, there are no fundamental objections or matters of significant concern raised and it would appear that the Plan broadly conform to national and local planning policy. The comments relate mainly to matters of detail and are intended to be constructive and positive to assist the final document to be as useful as possible in application. EDDC		
25	The addition of an index of policies at the start of the document is considered to be essential for helping Development Management planners (and others) to navigate the plan and use as a practical tool in the determination of planning applications. Ideally these should be clickable links to take the user to the particular policy. EDDC	Suggests adding a policy index	Add policy index with clickable links
26	As is common in Neighbourhood Plans, you could consider including Community Actions to set out how identified issues and opportunities outside the realms of planning policy will be addressed. EDDC	Suggests including Community Actions in NP (this is not common in all NPs)	Continue established practice of referring community suggestions to PC for it to decide what action to take. Publish Community Actions on website Refer to this with weblink in NP text
27	The Plan should be made as compliant as possible with the Government Accessibility requirements. This includes adding descriptive 'alt text' to all images and tables for those using screen readers and ensuing headings are official 'headings' to aid navigation. Assistance can be provided on this if required. EDDC	Suggests improving accessibility of final version of NP	Discuss with EDDC after submission Refer to PC
28	Clarity on the position of the Parish Council regarding Community Land Trust aims and proposals would be useful, including any technical input sought from EDDC (planning or housing teams). EDDC	Suggests NP clarifies role of CLT	Consider whether the NP can include an up-dated reference to the role of the CLT
29	I can confirm that there are no issues associated with the Plan upon which we wish to comment. Our congratulations to your community on its progress to date and our best wishes for the making of your Plan. Historic England Historic Places Adviser SW	Historic England has no issues with the NP	No change necessary as a result of this comment.
SECTION 4			Section 4
80	Timescale/relationship to Local Plan - paragraph 4.4 refers to the Neighbourhood Plan shaping development in the parish over the next 15-20 years but this will be shorter now as the plan period is to end 2031. EDDC	Suggests timescale referred to should be amended	Para 4.4 was trying to imply that the plan was looking beyond the end of the current LP. Reference to the time horizon in para 4.4 should be shortened.
81	Aware that this is 2031 in order to align with the adopted Local Plan and enable reliance on the evidence behind that plan. Suggest at the least a reference is added to the emerging local plan as you may rely on our evidence for it going forward, for example, with regard to communications/broadband infrastructure and electric vehicle charging points, in addition to relying on our existing Local Plan evidence base too. EDDC	Suggests there is a reference to the relevance of the new LP when it begins to emerge	Add suitable reference to EDDC's commitment to produce a new LP and implications for the NP policies

	SECTION 6		Section 6
94	Vision statement - may wish to elaborate to illustrate the vision more tangibly. EDDC	Suggest the Vision Statement could be more 'tangible'	The aims and objectives provide a more tangible and physical manifestation of the Vision Statement. Up-date A&O and indicate post Reg.14 changes
95	Table of aims & objectives (page 12) has 2 categories for housing. Suggest the first one could be renamed "Built Environment, Heritage & Design". EDDC	Suggests changing "topic title"	Because 'Housing' is a topic in its own right in the 'Aims and Objectives', the suggestion makes sense and helps avoid confusion. Change topic title to " <i>Built Environment, Heritage & Design.</i> "
	SECTION 7		Section 7
97	Thank you for inviting the Forestry Commission to respond to the consultation on the Colyton Neighbourhood Plan. Unfortunately, we do not have the resources to respond to individual plans, but we have some key points to make relevant to all neighbourhood plans. Forestry Commission and Neighbourhood Planning Existing trees in your community The Forestry Commission would like to encourage communities to review the trees and woodlands in their neighbourhood and consider whether they are sufficiently diverse in age and species to prove resilient in the face of tree pests and diseases or climate change..... Ancient Woodland If you have ancient woodland within or adjacent to your boundary it is important that it is considered within your plan. Deforestation The overarching policy for the sustainable management of forests, woodland and trees in England is a presumption against deforestation. Woodland Creation The UK is committed in law to net zero emissions by 2050. Tree planting is recognised as contributing to efforts to tackle the biodiversity and climate emergencies we are currently facing. Neighbourhood plans are a useful mechanism for promoting tree planting close to people so that the cultural and health benefits of trees can be enjoyed alongside their broader environmental benefits..... Forestry Commission	Offers a range of generic advice to plan-makers. Does not make any specific comment on the current version of the NP.	No change necessary as a result of this comment.
98	Thank you for consulting the Devon Countryside Access Forum on the Neighbourhood Plan. The Forum notes the useful maps of public rights of way and Local Green Spaces. In response to this consultation I am attaching the Forum's position statement on Neighbourhood Plans and advises that the Plan is cross-referenced against this. Devon Countryside Access Forum	Welcomes the inclusion of the PROW map otherwise offers a range of generic advice to plan-makers.	No change necessary as a result of this comment.
103A	The plan should also acknowledge the water quality of the rivers within the plan area. For example, the Lower Axe and the Coly have a poor ecological status, and the Umborne Brook has a moderate ecological status (according to 2016 WFD status data). Poor agricultural practice and	Suggests reference is made to the poor water quality of local water courses	Include reference to water quality in the introduction to Section 7

	inadequate non-mains foul drainage arrangements can contribute to poor status and so best practices should be encouraged through development and land management. Env. Agency		
	POLICY Coly1		Policy Coly1
107	Consider replacing “respect” with a stronger term which is less open to interpretation. Possible alternative could be “avoid adversely affecting”. EDDC	Proposes minor amendment to policy wording	Amend criterion i to read: <i>“avoid adversely affecting local wildlife sites....”</i>
108	For clarity, if this policy relates to the areas shown in Map2, suggest the policy refers to map 2. Map 2 does however need updating as there have been some changes since June 2017 (e.g. according to EDDC records, Holyford Woods was designated as a Local Nature Reserve in 2018). We can assist with mapping. EDDC	Questions whether policy applies to map 2 areas	It does not. Map shows the important and significant areas at a point in time. The policy requires developers to seek information at the time of application. No change necessary as a result of this comment.
109	Strengthen <i>“Where possible seek to deliver a net gain in biodiversity”</i> , to simply <i>“deliver a net gain in biodiversity”</i> (or wherever possible, deliver a net gain”) to be more consistent with the wording in the National Planning Policy Framework (paragraph 170) and the Government’s intention to make 10% biodiversity net gain mandatory on all development which is likely to be in place when the Plan reaches adoption. EDDC	In accordance with Suggests deleting <i>“where possible seek”</i> from criterion iv	Delete <i>“where possible seek”</i> from criterion iv
110	There appears to be some contradiction as worded between the final paragraph and points (i) and (iv) of the policy. Suggest amend the final paragraph to reflect that development proposals which would result in the loss of or create harm to these areas, <i>“and which cannot be suitably mitigated”</i> , will not be supported. EDDC	Suggests adding <i>“and which cannot be suitably mitigated”</i> to last clause of policy to better sync with criterion i	Amend clause of policy to read: <i>“Development proposals that would result in the loss of, or which would create unacceptable harm to, wildlife sites and other areas of ecological or geological importance, and which cannot be suitably mitigated, will not be supported.”</i>
	In particular we are supportive of policy Coly1 which states that development proposals should protect and, where possible enhance the network of habitats. This policy uses the hierarchical approach to indicate the intended protection of the natural environment (avoid > minimise impact > compensate). You may consider strengthening the policy by identifying that development should avoid any detrimental impact on biodiversity in the first instance, and if impact is unavoidable, a development will only be considered where adequate mitigation and compensation measures are proposed and delivered. Env. Agency	Suggests strengthening the policy with reference to mitigation measures	Include reference to mitigation and compensation measures in the policy
	Policy Coly1 (iv) considers the net gain of biodiversity. Again, this could be strengthened to say that all development must deliver a net gain, in line with the Government’s 25 Year Environment Plan. Env. Agency	Suggests that requiring a net biodiversity gain should be an imperative	Strengthen the policy to require a biodiversity gain wherever possible
	We support the statement at the end of Policy Coly1 where it states that proposals resulting in a loss of, or an unacceptable harm to areas of ecological importance would not be supported. Env. Agency	Expresses support for last clause of policy	Note support No change is necessary as a result of this comment.
	POLICY Coly2		Policy Coly2

113	Suggest splitting the policy into 2 parts, e.g. (a) and (b) and switching the ordering of the 2 parts so that no harm is the preferred position but mitigation /replacement is acceptable if harm has to occur. EDDC	Suggests re-ordering of policy	Re-order the policy and label clause A and B as suggested
115	Suggest adding “where deemed necessary by the Local Planning Authority” in respect of requiring a method statement. EDDC	Suggests a method statement should be asked for “where deemed necessary by the Local Planning Authority”	Add “ <i>where deemed necessary by the Local Planning Authority</i> ”
116	Suggest it would be useful to refer to map 3 within the policy but unclear from paragraph 7.13 if the full extent of these ‘areas of natural woodland’ covered by the Policy are synonymous with the areas shown on Map 3. If not, the policy could perhaps state, “including, but not limited to, the woodlands shown on map 3”. EDDC	Asks whether policy relates directly to areas of woodland shown on the map.	Add “ <i>including, but not limited to, the woodlands shown on map 3</i> ”.
117	Also suggest making it clear what the definition/status is of the woodland identified on map 3, to clarify the title “Protected Woodland” and the key “Colyton Parish Woodland”. EDDC	Queries title of map	Amend title and key of Map to read ‘Main Woodland Areas’
118	policy Coly 2 I think this policy is deficient in relation to the need to dramatically increase the numbers of trees in the parish as a contribution to the reduction of carbon dioxide level. EDDC	Points out that the policy does not mention new woodland areas	This can only be done if there is a commitment and area(s) identified Point noted. No change necessary as a result of this comment.
POLICY Coly3			Policy Coly3
124	Consider whether it is appropriate to add protection of existing public rights of way to this policy, and to actively encourage development proposals to make links to this network, where appropriate. EDDC	Suggests protection of existing rights of way is added to policy	Add reference to protecting existing PROW to policy
125	Consider referring to ‘as shown on Map 4’ in the policy for clarity. EDDC	Suggests referring to map in policy	Add reference to map 4 in the policy Amend policy to read: “ <i>Measures to improve and extend the existing network of public rights of way, shown on Map 4, are.....</i> ”
126	Note Map 4 is not easily legible at the current size it is shown in the document – suggest this is given a full page. EDDC	Criticises quality of map 4	Ensure map is of appropriate quality Seek assistance from EDDC
POLICY Coly4			Policy Coly4
139	Noted that this Policy is more restrictive than Strategy 8 of the Local Plan as the latter does not refer to any particular types of development as being unacceptable or restrict development to a certain scale or within existing curtilages. However, the Neighbourhood Plan does broadly conform and can go further than Local Plan policy provided local circumstances justify it. We would like to ensure you are aware however that the implications of this would be to prevent development that you may wish to consider for reasons of meeting evidence of need / community benefit / a shortage of suitable alternative sites. Examples could be an exception site to accommodate affordable housing, recreation and community facilities (including a car park/facilities associated with the improved footpath network), holiday accommodation. EDDC	Points out the implications of a policy that is more restrictive than the Local Plan policy	Discuss the implications of policy Coly4 with EDDC in the light of any changes made to the policy

140	In final wording, recommend amending numbering of criteria to improve clarity for the reader of what is essential and what is either/or EDDC	Suggests amending criteria numbers	Review the format of policy Coly4 in the light of changes proposed to other policies
POLICY Coly5			Policy Coly5
146	Para 7.29 The Road Green Play Area is described, but not the overall Roade Green site. Surely this description needs further detail.	Suggests broader and better description of the Road Green open space	Add further description of Roade Green site to ensure the NP recognises the quality of the whole area being designated as LGS
158	Suggest using usual terminology of “exceptional circumstances” instead of ‘very special’. EDDC	Suggests amended wording to the policy	Change wording of policy Coly5 to read; <i>“.. or exceptional circumstances can be demonstrated.”</i>
159	Consider giving some clarity to the explanation of special circumstances in paragraph 7.24 regarding ‘other considerations’, for example, being of overriding community or public benefit. EDDC	Suggests providing examples of what may be regarded as exceptional circumstances	Include examples in para. 7.24 with reference to the NPPF
160	Consider making provision for suitable alternative replacement space to be required as part of this policy to compensate for any loss that does occur in exceptional cases. EDDC	Suggests considering making provision for suitable alternative replacement space	Consider making provision for suitable alternative replacement space to be required as part of this policy to compensate for any loss that does occur in exceptional cases.
161	If any of these sites are in private ownership, suggest it might be useful to add ‘or future community use’ to ‘existing recreation or amenity’, otherwise the community are precluded from using it in future as that is not the existing use. EDDC	Suggest the inclusion of a clause referring to possible future community use	The purpose of the policy is to protect the status quo, not to herald change. This clause could cause landowners much concern and objections. No change.
162	Relating to this policy, suggest slight amend to wording at plan paragraph 7.22 2nd sentence for clarity – either insert “green spaces” between “These” and “provide”, or change to “This provides” to flow from the 1st sentence. EDDC	Suggests add “green spaces” to second sentence for clarity	Amend second sentence of para. 7.22 to read: <i>“These green spaces provide important amenity and...”</i>
SECTION 8			Section 8
176	Thank you for your recent consultation on the preparation of your Neighbourhood Plan. The production of your Neighbourhood Plan is an ideal opportunity for you to determine what parts of your Historic Environment are important to the community and how they are best managed. You may also want to compile a Local List of the heritage assets that are of the most importance to you. Some communities are producing local action plans for their historic environment, which can very usefully inform a Plan (see below). The Devon County Historic Environment Record (HER) contains a constantly growing record of known heritage assets and is a great resource that can help you prepare your Plan. The Devon County Historic Environment Record (HER) records that the plan area contains the following: Designated Heritage Assets: Grade I Listed Buildings: 1 Grade II* Listed Buildings: 1 Grade II Listed Buildings: 114 Conservation Areas: 2 Scheduled Monument 0	Devon CC HER provides advice, information and encouragement that would have been most useful during the early phase of NP preparation. No objection is raised about any aspect of the NP.	The NP has been prepared in a way that is consistent with the advice that HER and other such bodies No change necessary as a result of this comment.

	<p>Registered Historic Park/Garden 0 Assets on the Heritage@Risk Register 0 Undesignated Heritage Assets: c.515 Historic Environment Team General Advice The historic environment will be a material consideration in deciding many of the planning applications submitted in your area. The National Planning Policy Framework (NPPF, Section 12, 125 Achieving well-designed places), says that Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.</p> <p>Devon CC HER</p>		
177	<p>The purpose of this document is to:</p> <ul style="list-style-type: none"> • outline emerging evidence that integrated nest boxes, commonly known as ‘swift bricks’, are significantly more effective for sparrows than sparrow bricks and terraces, whilst also providing nesting opportunities for swifts and a range of other small birds; • propose that swift bricks are specified as ‘universal’ nesting bricks for small cavity-nesting bird species; • highlight the significant advantages of integrated nesting bricks over external nest boxes; • provide examples of good practice for the level of nest brick provision in new developments. <p>RSPB</p>	Advocates inclusion of swift bricks in new development and provides evidence to support proposal	Add clause to policy Coly6 <i>“Opportunities should be encouraged to integrate bee bricks, bat and swift boxes in a suitable position within the development.”</i>
181	<p>Paragraph 8.3, the reference to this plan should also be “in the adopted East Devon Villages Plan (2018)” or equivalent EDDC</p>	Asks that reference to Villages Plan is up-dated.	Amend para. 8.3 to read: <i>“in the adopted East Devon Villages Plan (2018)”</i>
	POLICY Coly6		Policy Coly6
188	<p>Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.</p> <p>The Built Up Area Boundary (BUAB) for Colyton shown in the Neighbourhood Plan is consistent with the BUAB set out in the adopted East Devon Villages Plan. The adopted East Devon Local Plan states (in strategy 6) that development will be permitted within BUABs subject to a number of criteria. On the basis that the BUAB for Colyton has already established through the East Devon Villages Plan we have no comments.</p> <p>We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.</p> <p>Natural England</p>	Natural England has no issues with the pre-submission version of the NP	NE’s position is noted. It will be asked by EDDC to consider the Submission Version of the NP
191	<p>As worded, this may preclude some potentially suitable sites for development e.g. sites with green space to one side and edge of settlement sites. Suggest re-word criteria (iv) to say <i>“predominantly surrounded”</i> or give a definition on infill. EDDC</p>	Suggests slight amendment to criterion iv	Amend iv to read: <i>“is infill and predominantly surrounded by existing development; and”</i>
192	<p>Criteria (ii) – unclear what this means both in terms of sustainability, and also settlement hierarchy, given it relates to development within the Built Up Area Boundary (BUAB). Does it mean that a development must be suitable to be cited</p>	Questions meaning of criterion ii	Delete <i>“having regard to the settlement hierarchy”</i>

	in the geography of Colyton, as a 'village with a BUAB, as opposed to a development which would be more suited to one of 7 main towns as identified in the Local Plan settlement hierarchy? Suggest remove this criteria or reword to more clearly specify the requirement/expectation. EDDC		
196	I can see no specific reference to designing out crime, disorder or anti-social behaviour which I feel should be included within all such Neighbourhood Plans. Whilst these matters are covered within other national and council policies, I feel it is important that they are also embedded in such a plan. I would therefore suggest that the following statement or similar is included where appropriate, possibly within Draft Policy Coly 7 Housing Development with the Built-up Area Boundary section. "All development proposals should consider the need to design out crime, disorder and anti-social behaviour to ensure ongoing community safety and cohesion" This can apply to all forms of development not just housing. It may also be just as relevant for community facilities, new car parks, footpaths, play areas, commercial development etc. Designing out opportunities for crime and ASB will not only hopefully prevent or reduce such risk, but very importantly also help reduce the fear of crime. Thus, creating a safe and sustainable environment and not undermining the quality of life of community cohesion. Devon and Cornwall Police	Calls for inclusion of reference to designing out crime, disorder or anti-social behaviour and suggests addition to policy Coly7	Add criterion to policy Coly6 that reads: <i>"All development proposals should consider the need to design out crime, disorder and anti-social behaviour to ensure ongoing community safety and cohesion"</i>
196A	We also generally supportive of policy Coly6 regarding sustainable development. We note that under the section of 'Built Environment, Heritage and Housing' paragraph 8.16 mentions that new homes should be designed to address climate change which we support. You may consider including such an approach within an actual policy. Env. Agency	Suggest reference to including reference to climate change impact in policy	Extend criterion iv to read: iv. is of sustainable design and construction to minimise the impact of climate change;
	Policy Coly7		Policy Coly7
198	Criteria (i) - suggest this is made more precise by adding 'and existing development around the site' as the town has a range of character types. EDDC	Suggests addition to criterion i	Amend criterion i to read: <i>"design and layout are generally in keeping with the character of the town and existing development around the site"</i>
199	Criteria (iii) - suggest this should be 'pedestrian and cycle links' EDDC	Suggest addition to criterion iii	Amend criterion iii to read: <i>"opportunities to provide safe and secure pedestrian and cycle links throughout"</i>
200	Criteria (iv) – the use of "are considered" makes this criteria hard to require. Suggest replacing with "are utilised wherever practicable". EDDC	Suggests change to criterion iv	Amend criterion iv to read: <i>"opportunities to re-use existing buildings on the site are utilised wherever practicable"</i>
201	paragraph 8.13 – noted that within the policy justification here it is stated that new homes should be designed to address climate change in a meaningful way, and encourages 'passivhaus' and zero carbon construction. However, this is not within the policy wording currently and would need to be so in order to be required EDDC	Makes point about carbon neutrality needing to be part of the policy if it is to be addressed in a meaningful way	Reflect this point in change to policy Coly6 regarding carbon neutrality
202	Ceramtec site - Paragraph 8.6 says that Homes England "recently" acquired Ceramtec – better to	Asks for revised reference to sale of Ceramtec site	Amend para. 8.6 to include month and year of sale

	say when (month/year) as this document is long term. EDDC		
203	paragraph 8.6 currently states, “Ceramtec has potential to fulfil the short to medium term housing need for affordable housing”. Suggest this is amended to reflect the fact that need is constantly changing and we do not know when this scheme will come forward. The Housing Needs Survey identified an immediate need of 9, over 1-3 years the need is 16 and up to 5 years a further 13, whilst Ceramtec will provide 14 units. The survey was dated 2017 so we are already 3 years in and need is likely to have increased in this time. By 2022 the needs assessment will be 5 years old and may need to be updated to inform subsequent applications for housing development. By stating this, it would allow the District Council to ask developers to undertake needs assessments if we feel the data is out of date. EDDC	Asks for para. 8.6 to be revised to reflect the ever-changing nature of housing need	Revise wording to para. 8.6
204	paragraph 8.5 – correct the figure to reflect the need was for 36 not 30 affordable homes as stated here. EDDC	Says wrong figure is used in para. 8.5	Check number and change if necessary
	POLICY Coly8		Policy Coly8
223	Criteria (i) - suggest the term ‘small site’ should be qualified as its too subjective – the supporting text has suggested definitional criteria (see paragraph 8.19) so suggest these should be in the policy – this reflects Local Plan policy by saying up to 15. EDDC	Suggest defining “small”	Small is defined in para. 8.19 as 15. Ensure this ‘definition’ reads as applying to every exception site development. Include reference to size and density.
224	Does the Parish Council have preferred sites in mind, and has consideration been given to allocate any, working with the Community Land Trust (CLT)? Or make a preference to support schemes brought forward by its CLT? EDDC	Asks about likely sites for exception development	Refer question to PC No change necessary as a result of this comment
225	Noted there is no mention in the policy currently to house sizes or tenures. May wish to pick up on this, with reference to the Housing Needs Assessment / other evidence, and with reference to identified issues, including any criteria to facilitate housing being accessible for young people. EDDC	Suggests policy could refer to house sizes and tenures	It would be wrong to prescribe future housing need as it does change and needs to be assessed and justified at the time of application No change necessary as a result of this comment
226	Criteria (iv) re. historic buildings – do the Parish Council have something in mind? If so, suggest this would be better allowed for through a site-specific policy to allocate, and if not, to promote the principle instead through a separate heritage policy. Also, to be aware that redundant or historic buildings are not typically appropriate for re-use for affordable housing for reasons of viability/cost in terms of development, maintenance and cost of living EDDC	Asks if the PC has any buildings in mind, if not suggests the principle could be promote through a heritage policy	The criterion only applies to exception site development outside the BUAB. Therefore, it is best included in the exception site policy No change necessary as a result of this comment
227	Some of the criteria in Coly7 seems to need to also apply here e.g. pedestrian and cycle links? EDDC	Suggests pedestrian and cycle links criterion is included	This was not included as a policy requirement because of the potential difficulties in ensuring provision on and from a site in the countryside No change necessary as a result of this comment
228	The last paragraph of the policy regarding market homes is open to interpretation and considered overly restrictive. Given the Neighbourhood Plan will rely on the Local Plan/District Council	Suggests cross-referencing policy to LP requirements	Mention the LP requirement in supporting text, thus ensuring the policy emphasise “small”

	evidence, include our viability assessment, this should align to Strategy 35 of the Local Plan, which allows market housing providing affordable housing is a minimum of 66% of the scheme. EDDC		number of market houses and only when “essential”.
	POLICY Coly9		Policy Coly9
242	Suggest remove ‘seek to’ as this weakens the policy. EDDC	Suggests deleting “seek to”	Delete “seek to” as part of re-wording of the policy
243	Criteria B - Noted this partly repeats Criteria A. Could reduce wording by stating the parking criteria once in terms of all new housing development and then making B cover the additional criterion for major housing development (10 dwellings or more). EDDC	Suggests a rewording of policy to avoid repetition and for clarity	Re-word policy to simplify it in line with the suggestion whilst acknowledging that with single dwelling development it may not always be possible to provide on-site, off-road parking
244	Noted B this goes further than Local Plan policy (TC9) by requiring visitor parking and cannot therefore rely of Local Plan evidence. It would be helpful to specify how many visitor parking spaces are required on major sites, but this would need to be justified. EDDC	Suggests ratio of visitor parking should be included in supporting text	Include reference to numbers of visitor parking by reference to relevant national guidance
245	Criteria C – re. Electric charge points - it would be specify that each new home should have an EV charge point. Further consideration may be needed as to the specification to ensure that what is provided is fit for purpose. We would question that this only applies to major development. The adopted Local Plan (para 16.49) states that “Charging points for electric vehicles should be made available in new developments throughout the District”, and Local Plan policy TC9 specifies “All small scale and large scale major developments should include charging points for electric cars. The emerging Local Plan is highly likely to require charging points (or as a minimum that cables are installed ready for connection), for every new house. EDDC	Points out that criterion regarding charging points may change in new LP	Criterion C is consistent with the adopted LP No change necessary as a result of this comment
246	Consider including provision for drop off for delivery vehicles and ensuring free flow of traffic for emergency vehicles as noted both are referenced in supporting text (paragraph 8.22) but not translated into policy as requirements. EDDC	Suggests including a criterion regarding delivery vehicles and ensuring free flow of traffic for emergency vehicles	Add criterion for major development as follows: <i>“The layout of all major developments should incorporate additional off-street visitor car and cycle parking spaces, and accommodate delivery vehicles, or other forms of logistical support without, adversely impacting upon traffic circulation or road safety.”</i>
247	Criteria D – From experience, we suggest only one bike space per dwelling will be proposed by developers, even for family dwellings, if it is specified as the minimum. To overcome this, consider specifying the number relative to house sizes as done with car spaces. Consider also requiring bike storage. EDDC	Suggest you consider increasing the bike parking requirements for larger dwellings	Revise criterion for cycle parking spaces
248	Paragraph 8.25 refers to a ministerial statement from 2015 as recent – this could be paraphrased as although not recent it is still reflective of the national position. EDDC	Suggests par-phrasing ministerial quote	Delete recent from 8.25
	SECTION 9		Section 9
255	Suggest at first mention of The Patisserie (paragraph 9.1) this states briefly in brackets what this employer is (wholesale patisserie?) EDDC	Suggests add more details of the patisserie	Add a little more detail of Vaniers in para 9.1

256	would also be useful to state briefly at first mention and at 9.3 what Ceramtec was, when it closed. EDDC	Suggests mention of what Ceramtec produced	Add reference to what Ceramtec produced in para. 9.3
257	Suggest paragraph 9.5 would flow better relocated to after paragraph 9.8. EDDC	Suggests para. 9.5 goes to end of Introductory section	Relocate para. 9.5 to end of Introduction
POLICY Coly10		Policy Coly10	
262	Unclear why this policy only applies in residential areas? Perhaps residential area was intended to mean within the Built Up Area Boundary, in which case it should use that term, or if it is wider than this, clarify the area that policy is intended to relate to. EDDC	Questions why the policy applies only to residential areas	The policy is intended to build on the LP policy and support suitable economic development in non-business zones, specifically within residential areas subject to strict criteria. No change necessary as a result of this comment
263	Similarly, without clarification, to note that by implication Local Plan policy S7 Development in the Countryside would most likely be relied upon in considering proposals for employment use across the remainder of the neighbourhood plan area. EDDC	Points out that outside residential areas other development plan policies apply	Point noted No change necessary as a result of this comment
264	Could also consider protecting existing employment uses/sites through policy, as well as enabling new. To be aware that without safeguarding or allocating of sites for employment within the BUAB, reliance on the Local Plan would usually allow housing otherwise. EDDC	Suggests policy could be included to protect existing employment sites	The LP Strategy 32 protects current or allocated employment land but, because of EDDCs warning, add clause to policy Coly9 protecting existing employment uses/sites
265	Perhaps live-work unit provision could be an opportunity for delivery by the CLT. EDDC	Speculates that CLT could deliver live-work units	Refer comment to CLT and PC
267	Paragraph 9.10 – document in footnotes 27 and 28 is a pre-adoption version of the Villages Plan – this should now refer to the adopted document. EDDC	Points out the footnote needs to be up-dated	Up-date footnote
POLICY Coly11		Policy Coly11	
274	Reasons behind the policy set out in paragraph 9.15 could be brought into criteria – e.g. particularly support those that are related to the enjoyment and appreciation of the area’s history, heritage and character. EDDC	Suggests policy could refer to the area’s unique history and character, which is reflected in its buildings, infrastructure, and several annual events.	Add reference in the supporting text to particularly support those that are related to the enjoyment and appreciation of the area’s history, heritage and character
275	Criteria (iii) suggest replace “mitigated by extensive landscaping” with “mitigated as appropriate by landscaping”. EDDC	Suggests re-wording of criterion iii	Re-word iii to read “ <i>mitigated as appropriate by landscaping</i> ”.
276	Criteria (iv) suggest replacing ‘issues’ with ‘matters’. EDDC	Suggests re-wording of criterion iv so all traffic matters are addressed not just ‘issues’	Re-word iv to read: “ <i>traffic, access and highway matters are satisfactorily addressed.</i> ”
277	Consider adding a criteria to say are supported provided that they respects the heritage and local character, on the basis only landscape character referred to as written. EDDC	Suggests additional criterion is added	Add the following criterion to the policy: “ <i>They respect the area’s heritage and historic character</i> ”
POLICY Coly12		Policy Coly12	
295	Query whether these improvements would fall outside development that is permitted by the green wedge policy as currently written. EDDC	Questions whether tramway links would be prevented by policy Coly4	Review implications of final version of Green Wedge policy Coly4 on policy Coly12
POLICY Coly13		Policy Coly13	
302	Suggest this is strengthened to make it a requirement of new development, by deleting the words “seek to” from the second part. This policy wording from the Newton Poppleford & Harford Neighbourhood Plan which has recently been examined goes slightly further, and may be a useful example to consider:	Suggests the SG consider the wording of the Newton Poppleford & Harford Neighbourhood Plan which has recently been examined and takes a firmer position.	Revise wording of policy Coly13 in line with the NP&H NP

	<i>“Future improvements to mobile phone reception and superfast broadband infrastructure serving the Parish will be supported where it is sensitively sited and sympathetically designed. Suitable ducting to accommodate FTTP broadband should be provided in all new development. Where practical, all new residential, educational and business premises will be required to make provision for the latest highspeed broadband and other communication networks.” EDDC</i>		
	SECTION 10		Section 10
324	Community survey from 2008 - quoted in paragraph 10.6 is a bit old – it says the “community priorities have not changed” – can this statement be evidenced? EDDC	Questions whether there is evidence that the community’s priorities have not changed	Add a reference to the comments received during this consultation and at previous consultations
325	Suggest including statement at end of 10.4 that the tramway is a major Devon tourist attraction with x no. visitors per annum in the tourism section instead of the Transport & Travel. EDDC	Suggests adding reference to Tramway’s tourism impact in Section 9	Add reference to Tramway’s tourism impact in Section 9
	POLICY Coly14		Policy Coly14
340	This policy may be more appropriate as a community action with locations for new bus stops etc. identified as it is unclear what development, if any, requiring planning permission would be subject to this policy. And/or the policy could be reframed to reflect that ensuring access to public transport and making appropriate links to it are incorporated in new development proposals as a criteria against which development proposals would be judged. EDDC	Questions whether the policy is needed	This policy helps make a statement in support of public transport No change necessary as a result of this comment
	Policy Coly15		Policy Coly15
356	Risk that this policy might lend support inadvertently to a proposal that is otherwise unacceptable if it, for example, includes a footpath/cyclepath. To overcome this, it may be preferable to support proposals for i, ii, iii rather than supporting development proposals that will achieve them. Alternatively, as these will not necessarily be development proposals requiring planning consent in isolation, there could also be a requirement for new development proposals to make these provisions where appropriate / possible and proportionate to the development. EDDC	Suggests that policy wording should be changed	Amend policy Coly15 to begin: <i>“Proposals to:</i> <i>i. improve and extend existing walking and cycle routes and link them to the wider network; or</i> <i>ii. provide pedestrian and cycle links between settlement area;</i> <i>or</i> <i>iii. create wider and safer footpaths in settlement areas. will be supported.</i>
357	If there are details as to where these routes are, a supporting map would be useful, and/or identification in the policy. Noted that the Plan text refers to some specific wants – including a riverside walk linking Colyton and Colyford, and pavement provision on the A3052 in specific places. The policy could then say that development affecting these specific walks/pavements should include measures to safeguard or deliver them (depending on the nature of the development). EDDC	Suggests addition to the policy to ensure development does not affect potential walking cycling routes	Add suitable safeguarding clause to policy Coly15 to protect pedestrian routes
358	Consider whether links between the tramway stations and the centres which currently has a standalone policy (Coly12) could be incorporated and combined with this policy. Similarly, suggest consider the relationship/potential overlap with Policy Coly3 Public Rights of Way. EDDC	Suggests merging policies or aspects of policies	In the interests of ensuring each planning aspect gains equal attention and consideration, no change necessary as a result of this comment
	POLICY Coly16		Policy Coly16

411	Aware that the community are concerned about this issue. As worded, however, the policy only relates specific proposals to ease traffic congestion. This would, for example, cover proposals for a new car park, but should this also relate to ensuring that new development within the vicinity of the school does not worsen, and where possible, improves the situation. EDDC	Wants to change wording to policy Coly16	Revise text
412	Regarding the requirement for permeable surfaces – noted this was also said in policy re. new housing development parking, but not about new employment development or tourism business development etc. Consider a general policy to require this where practicable in all new development which would make the expectation clear and avoid repetition between policies. EDDC	Suggests need for permeable surfaces should be applied to all development	Point noted. Consider how best to include the requirement for permeable parking areas more generally in the NP
POLICY Coly17		Policy Coly17	
428	It seems unlikely there is much land within the Built Up Area Boundary for car parking, unless it is in association with (and potentially uses part of) parks or public open space. The PC could consider identifying space on the edge of the BUAB for car parking if it is required. As per earlier comment, suggest permeable surfacing be included/supported. If this were surfaced using 'grasscrete' or similar it would not need to be visually intrusive and, if it were used only at peak holiday time, could be grassed and grazed when not in use potentially. EDDC	Suggests the PC should seek land for car park on the edge of the BUAB	This was the original policy intention. It was opposed by NE and others during the SEA/HRA process. No change is necessary as a result of this comment but... Refer suggestion to PC for further discussions with EDDC
430	Electric charging requirement – suggest this should be more of a requirement, than simply 'supported'. EDDC	Suggests that the wording could be changed	This is not a development requirement. The policy refers to <u>existing</u> public car parks therefore the policy can only 'support'. No change is necessary as a result of this comment
431	Consider that the wording " <i>supported in their entirety</i> " is open to misinterpretation. Suggest it is made clearer that this means as a standalone proposal – and not seen as "entirely supporting" such proposals. EDDC	Questions wording of policy Coly17	Amend policy wording to read: <i>"Proposals for public car parks, or public parking areas as part of new developments, within the Colyton built-up area boundary, will be supported..."</i>
432	Suggest also adding to the criteria to guard against loss of land for other more productive uses, e.g. employment uses. EDDC		Employment space, green spaces and community spaces are protected by other policies in the NP and development plan No change is necessary as a result of this comment
POLICY Coly18		Policy Coly18	
452	Assuming this policy is intended to apply both inside and outside the Built Up Area Boundary, suggest being clearer about 'suitable locations' and the definition EDDC	Asks for definition of suitable locations	Add reference in supporting text to land being in reasonable proximity to residential areas where a demand is known to exist
453	need for this to apply only to 'redundant land'. EDDC	Questions use of "redundant"	Explain in supporting text it means land that is not currently in productive use
454	Suggest adding that alternative space should be "equally accessible and of a similar quality" to protect against a poor substitute being provided. EDDC	Suggests adding conditions to 2 nd part of policy	Add: <i>"and it is equally accessible and of a similar quality"</i>
455	Suggest remove reference to viability as this will then have to be proven and could prevent	Suggest re-wording the 1 st part of policy	Re-word to read:

	suitable proposals. We would usually apply viability to assess development where loss of allotments is proposed, but not to restrict provision of new ones. EDDC		<i>"The use of redundant land for community allotments, orchards and community horticulture initiatives in suitable locations will be considered favourably."</i>
456	Suggest replacing 'interests' in "nature conservation interests" with 'and 'biodiversity'. EDDC	Suggest re-wording the last part of policy	Re-word to read: <i>"Proposals that have an adverse impact on nature conservation and biodiversity will not be supported."</i>
457	Perhaps there may be a role for the CLT here in meeting this aspiration. EDDC	Suggests role for CLT	Refer suggestion to PC and CLT No change is necessary as a result of this comment
POLICY Coly19		Policy Coly19	
463	We are aware there is a 4G pitch at Colyton Grammar school which is not currently shown on Map 8. Suggest consider whether this should be added. EDDC	Says map 8 omits 4g pitch and suggests it should be added	Ensure map shows correct areas of the two locations that are the subject of the policy
464	Criteria (ii) – as above, suggest replacing 'interests' in "nature conservation interests" with 'and 'biodiversity'. EDDC	Suggests amendment to criterion ii	Amend criterion ii to read: <i>"they have no detrimental impact upon nature conservation and biodiversity"</i>
465	Criteria (v) – the wording "without harming existing residential and other uses" is a bit vague. Consider being more specific for clarity of meaning, for example, "without adversely affecting highway safety, traffic movement and amenity of residential and other surrounding uses". EDDC	Says criterion v is vague and suggests an amendment	Re-word criterion v to read: <i>"without adversely affecting highway safety, traffic movement and amenity of residential and other surrounding uses"</i>
466	Noted this policy does not have the permeable surfacing criteria for parking which is included in other policies and which could be appropriate to include within the policy or a general policy as noted above. EDDC	Points out that policy lacks reference to permeable surfacing	Add criterion requiring permeable surfacing
467	Comma missing between "needs" and "address" in paragraph 11.14. EDDC	Typo Missed punctuation spotted	Add comma between "needs" and "address" in para 11.4
469A	.. the plan area includes several areas of flood risk associated with the watercourses named above, as well as others. Whilst one of the plan's objectives is to support flood prevention measures, and flood risk is mentioned within the plan, we advise that consideration is given the multiple benefits that some of the green sites within the plan area can offer. For example, the Peace Memorial playing fields, cited within policy Coly19 is located within flood zone 3 (which represents a high probability of flooding). The plan could identify the importance of this site in offering flood storage and unrestricted flow during a flood event. This is especially important to be considered within the context of climate change and ensuring the parish's resilience to future flood events. Env. Agency	Asks for recognition of the role of sports and recreation areas in flood attenuation and storage	Add criterion protecting the role of existing sports and recreation areas serve in flood storage