

Colyton Parish Neighbourhood Plan

1st Consultation Version – Written Submissions

<p>email P Arnott Colyton Resident</p>	<p><i>Thank you for your efforts in producing the consultation document. I would like to offer a few brief comments:</i></p> <p><i>Page 5 2.6: Colyton documents have often stressed in their introductions the Colyton Chamber of Feoffees, and this document is no different. If the Neighbourhood Plan is to reflect the current status of the Feoffees it must be added that despite its status as a registered charity it remains in breach of the charity's obligations under both Charities and Equalities Law by not appointing any women as trustees. Further, the Parish Council has the duty to appoint the five nominated trustees, and also refuses to nominate any women. Not everyone in the parish regards this ongoing discrimination as benevolent. The Neighbourhood Plan must not remain silent on this serious problem within the community, or instead omit the subject of Feoffees.</i></p> <p><i>Page 19 Draft Policy No Coly 4: It is obviously essential given the membership of the NP committee of three individuals who are either major landowners or close relations of such (to the extent that they all have to declare interests if planning applications are debated relating to much parish land), and further that two members' interests concern land which are either in the two green wedges identified in the NP process or would benefit from enhanced road access, then it is imperative that the wording is watertight.</i></p> <p><i>In my view, "iii (supporting) development proportionate in scale and type" is a gaping loophole and it would be appropriate to delete it.</i></p> <p><i>Page 26 Draft Policy No Coly 6: For the reasons given above re page 19 i) and ii) are much too loose and should be deleted. Iii) and iv) are acceptable</i></p> <p><i>Ceramtec: 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</i></p> <p><i>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></p>
<p>Form R Benford Resident Colyton</p>	<p><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. Sadly, I have no faith in EDDC Planning</i></p>
<p>Form L Berry Resident Colyton</p>	<p><i>Protection of green wedge between Colyton - Colyford and Colyford – Seaton needs to be a priority</i></p> <p><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></p> <p><i>Maintain the built-up area boundary for Colyton and strongly support the EDDC Plan affordable housing percentages for any new development.</i></p>
<p>Form M Bremridge Resident Colyford</p>	<p><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></p>
<p>Form G Darby Resident Colyton</p>	<p><i>Ceramtec proposal seems well conceived.</i></p> <p><i>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></p>
<p>Form P Dean Colyton Resident</p>	<p><i>Remove all words after "supported" including all bullet points</i></p>
<p>Form L Ellis Resident Colyton</p>	<p><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.)</i></p> <p><i>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.</i></p> <p><i>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></p> <p><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?</i></p>

	<i>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>
Form J Dauncey Resident Colyton	<i>Positive – support overall direction of Plan Concerns – traffic flow – especially around the bottom of Sidmouth road – it will be a nightmare once Ceramtec is developed. Comments: 1. 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. 2. 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>
Form C Feeney Resident Colyton	<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>
Email B Fowkes Resident Colyton	<i>I was pleased to have the opportunity to view the draft neighbourhood plan for the Parish of Colyton and Colyford. Firstly I think that thanks should be extended to the committee in preparing the document, knowing that you can't please everyone, all of the time. However, it was a mammoth task that will provide a direction, hopefully for the benefit of most residents, if approved and money made available to develop it! 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! 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 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! 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! Thank you for the opportunity to comment, I hope that some additional work can be done to try address the points raised.</i>
Form J Freeland Resident Colyont	<i>The existing car park could have far more spaces if it was re-designed and a 'herring bone' design was used. If the footpath along the river was upgraded to an all-weather surface, it would make a pleasant walkway between Colyton and Colyford.</i>
email S&B Garner Residents Colyton	<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 Gulley 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>
Form C Harmer Resident Colyford	<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</i>

	<p><i>threat to Colyford's green wedges would, if successful, threaten the identity of other settlements which, currently are similarly protected.</i></p> <p><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></p> <p><i>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></p>
<p>Email and Form Hedges/Brand Residents Colyton</p>	<p><i>Thank you for the opportunity to make comments on the Neighbourhood Plan. The comments that follow are made on behalf of myself and my partner Jan Brand. Our comments can be summarised as follows:</i></p> <ul style="list-style-type: none"> <i>* First, the members of the Neighbourhood Plan Steering Group should be congratulated on the work that they have done over the past three years. It says much about the community that capable people are prepared to volunteer to give their time to it. No one should underestimate the importance of the plan, coming as it does at a crucial time given the planned redevelopment of the CeramTec site. We also applaud the thoroughness of the underlying research which taught us much that we did not already know about the parish.</i> <i>* We broadly support the 17 policies set out in the plan.</i> <i>* We strongly support the proposed restriction on development in the 'green wedge' as defined in the plan.</i> <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> <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> <i>* We strongly support the need to tackle Colyton's traffic and parking issues.</i> <i>* We support the use of redundant land for community horticulture including a community composting initiative.</i> <p><i>Finally, we feel it is important to recognise that the Neighbourhood Plan provides no more than a framework for dealing with some important issues. Once it has been finalised, it is incumbent on the parish council to make implementation of several of its provisions an urgent task. This applies in particular to traffic and parking.</i></p>
<p>Form A Hibberd Resident Colyton</p>	<p><i>No development outside the neighbourhood plan area regardless of restrictions</i></p> <p><i>Widening of lower section of Sidmouth Road from Ceramtec entrance to No.1 Western Place, before developers move on to Ceramtec site.</i></p>
<p>Email C Hill Resident Colyton</p>	<p><i>Coly 1 Protecting the natural environment</i></p> <p><i>There is scope for the boundary of the East Devon AONB to be brought closer to Colyton and Colyford.</i></p> <p><i>Coly 7 The Ceramtec site</i></p> <p><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.</i></p> <p><i>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.</i></p> <p><i>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></p> <p><i>Coly 15 Car parking</i></p> <p><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.</i></p> <p><i>If such capital expenditure is not forthcoming then careful management of the existing spaces will be required bearing in mind the following considerations</i></p> <ul style="list-style-type: none"> <i>Disincentives to parking in the centre of Colyton could harm local businesses</i> <i>Residents need suitable parking in proximity to their homes</i> <i>Technology can be used to enforce parking including the use of limited free parking.</i> <p><i>Changes in provision without suitable enforcement are likely to result in abuse and frustration</i></p> <p><i>Short vehicle journeys within Colyton/Colyford should be discouraged in those who are able to make them on foot/cycle.</i></p>

	<p><i>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.</i></p> <p><i>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></p> <p><i>Coly 16 Community Horticulture</i></p> <p><i>Allotment provision should be based on demand and effective management and utilisation of existing provision.</i></p> <p><i>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.</i></p> <p><i>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></p>
<p>Form V & J Laws Residents Colyton</p>	<p><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></p>
<p>Form B Lowing Resident Colyton</p>	<p><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></p>
<p>Form D Nason Resident Colyford</p>	<p><i>Pollution</i></p> <p><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.</i></p> <p><i>In Colyton there is traffic congestion in the town centre; delivery vans/lorries that park and idle the engines and reverse in and out. Colyton town centre is enclosed by buildings allowing pollution to build up.</i></p> <p><i>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.</i></p> <p><i>Also, public transport needs to be significantly improved to lessen the use of private cars.</i></p> <p><i>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></p> <p><i>Wetlands</i></p> <p><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></p> <p><i>Local Green Space</i></p> <p><i>The Elms amenity space is listed on page 22 of document. 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></p> <p><i>My other comments are as follows:</i></p> <p><i>P3 although he is involved sometimes with Colyford activities, is Mr Pady a Colyford resident? His postal address is I believe a Colyton one.</i></p> <p><i>P5 Colyton now has reduced bus services</i></p> <p><i>2.4 this page concentrates heavily on history and heritage of Colyton – but not of Colyford</i></p> <p><i>P7 3.8 Regular consultations – no. One public consultation. The NP committee agendas and minutes were not on the website for a good many months. The workshop in Colyton was for a small number of selected few. This passage was over-hyped.</i></p>

	<p>P8 4.7 disagree with much of this, publicity and consultation has been minimal</p> <p>P11 6.1 – a vision of Colyton long term future, should be Colyton Parish</p> <p>6.3 there has been minimal consultation</p> <p>P14 7.8 this too weak, more protection than this is needed for the Green Wedge</p> <p>P22 local green spaces, heading too weak, when “..... development is ruled out except in very special circumstances”. Need a stronger statement of protection here.</p> <p>P26 Ceramtec site must be allowed to fulfil housing needs and develop full potential to provide maximum no. of houses and affordable homes. Needs to be more positive statement.</p> <p>P29 this page is about Colyton, neglects to mention the businesses in Colyford.</p> <p>P32 Tramway is too expensive for daily use by residents</p> <p>P34 10.4 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</p> <p>10.5 No buses to travel further afield i.e. Exeter and Sidmouth hospitals. Timetable does not allow for return journey.</p> <p>10.13 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.</p> <p>P38 11.2 Needs to be a stronger statement. The community needs to have hospital services retained locally and the beds returned.</p> <p>11.4 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.</p> <p>P39 Sports and recreation, but the facilities for adults at CGS are already under threat, it is vital to retain these facilities for local residents.</p>
<p>Email A Parr Resident Colyton</p>	<p>I am in general agreement with the Neighbourhood Plan except for Policy Coly6 on p 26. The policy says, “Development within or immediately adjoining the Built-Up Area Boundary will generally be supported”.</p> <p>I consider this to be a dangerous policy, which could lead to uncontrollable and unwanted development outside the Built-Up Area Boundary of Colyton, and the words “or immediately adjoining” should be deleted.</p>
<p>Form M Rust Resident Colyton</p>	<p>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.</p>
<p>Form D Sage Resident Colyton</p>	<p>Ref. page 34 section 10.6</p> <p>I was interested to notice that back in 2008, a community survey showed that there was a concern by parishioners about the speed of traffic in the own. We are now ten years later and well into 2018 approaching 2019 and the same concerns is still relevant if not more so with noticeable increase in traffic speed and the variety of traffic using the local roads.</p> <p>Let me first say, that we moved to Colyton in February 2017 and have happily settled into life here. 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.</p> <p>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.</p> <p>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.</p> <p>I feel sure that these concerns must also apply within other areas of the town and to the concern of other residents.</p> <p>I must add that I am a car driver myself with many years’ experience of both cars, vans and motor cycles.</p>
<p>Form G&A Stone Residents Colyford</p>	<p>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.</p>

	<i>The Neighbourhood Plan should be amended to provide protection from such encroaching development.</i>
Form A Thompson Resident Colyton	<i>Huge increase in parked cars in King Street hampers tractors, large vans etc. Please, resident-only parking</i>
Colyford Village Residents Association	<p><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></p> <p><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></p> <p><i>PAGE 5 Para 2.3 Colyton has 3 pubs (not one) amend last line to read: "Colyton has minimal public transport services"</i></p> <p><i>Para 2.4 After Colyton Grammar School, Add: "Colyford also has minimal public transport services"</i></p> <p><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></p> <p><i>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></p> <p><i>Paras 2.5 and 2.6 Take up half a page of the history and assets of Colyton.</i></p> <p><i>PAGE 6 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></p> <p><i>PAGE 7 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></p> <p><i>PAGE8 Para 4.3 Statement not agreed, see our comments above.</i></p> <p><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></p> <p><i>PAGE 9 Para 4.8 This is the first time we have had the opportunity to comment or contribute, this applies to all residents.</i></p> <p><i>PAGE 11 Para 6.1 "A vision – for the long-term future of Colyton Parish</i></p> <p><i>Para 6.5 Where are the details of "Community Actions" referred to the Parish Council</i></p> <p><i>PAGE 12 Approved Aims and Objectives Chart</i></p> <p><i>Natural Environment</i></p> <p><i>"Facilitate improved Recycling facilities" – Comment- these have recently been dramatically reduced!</i></p> <p><i>Built Environment and Housing</i></p> <p><i>Protect Green Wedges. (Response being given by CVRA)</i></p> <p><i>Housing</i></p> <p><i>Promote affordable housing for local people in the right places.</i></p> <p><i>Community Services and Facilities</i></p> <p><i>Protect existing community facilities and ensure they continue to meet needs of a larger community</i></p> <p><i>Traffic and Transport</i></p> <p><i>Support public transport initiatives, an urgent increase in these facilities are required</i></p> <p><i>Promote and develop safe cycle and walking routes including the, as yet unfinished Stop Line Way route through Colyford and Colyton.</i></p> <p><i>Businesses and Jobs</i></p> <p><i>Improve pedestrian route from Tramway stations to town in both Colyton and Colyford.</i></p> <p><i>PAGE 13 Para 7.2 3rd line River Axe</i></p> <p><i>Para 7.6 Colyton Parish is a popular etc.</i></p> <p><i>PAGE 14 Para 7.8 Surely this statement allows development around the edge of Colyford village, including the Green Wedge.</i></p> <p><i>EDDC stated that Colyford "Countryside" with no development other than infill between existing properties.</i></p> <p><i>Paras 7.8 to 7.11 There should be mention here of Greater Horseshoe bat roosts in the Parish, and it is a foraging area for them.</i></p> <p><i>PAGE 18 Paras 7.17 to 7.19 There must be a mention of the Stop Line Way cycle/footpath through Colyford and Colyton.</i></p> <p><i>Also, there is no mention of the award-winning Seaton Wetlands Reserve, much of which is in Colyford!</i></p> <p><i>PAGE 19 All Paras. Please see the separate response from the CVRA re Green Wedges</i></p>

PAGE 20 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.

PAGE 21 Coly 5 The following need adding to the list: Colyton Allotment Site, Colyford Common (in Seaton Wetlands complex) but in Colyton Parish.

PAGE 22 Para 7.32 St. Michaels churchyard. Amend last word to "village" (not town)

PAGE 24 Map is incorrect "B" Colyford Playpark is not in correct position.

PAGE 25 Para 8.1 Line 5 River Axe

Para 8.3 Add "Colyford is classed as countryside"

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 landowner was willing to allow his property to be developed.

This is a very dangerous statement!!!

PAGE 26 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.

Para 8.7 Add "and will only allow infill between existing properties"

PAGE 28 Para 8.12 Last sentence was already quoted earlier in this document.

PAGE 29 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)

PAGE 30 Para 9.7 Line 2 Add after Cafe, "cycle and repair shop and a wholesale patisserie".

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"

Para 9.11 Why quote Colyford, it is classed as countryside.

PAGE 32 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).

Next to last line. Bird watching trips in Colyford

Draft Policy Coly 10, at the top of the page. Should read Colyton Town Centre, and Colyford village.

Para 9.17 The tram terminus in Colyton, and station in Colyford are on the edge of town and village. Next to last line tramway terminus "and station".

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!! 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.

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.

PAGE 34 Para 10.1 Colyford is now installing Vehicle Activated Signs (VAS) at the cost to the residents, assisted by the Parish 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.

PAGE 34 Para 10.3 After- is a matter of concern, Add, "There is no pedestrian pathway to allow residents and visitors to visit or leave Colyford in any direction". At the end of the Para 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".

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.

Bu 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.

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.

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.

PAGE 35 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.

Para 10.10 Line 4: Add after Stop Line Way through the Parish, "especially Colyford".

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".

Add: "such as the hoped for Stop Line Way path".

PAGE 36 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 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.

Para 10.15 Add: the Primary School and Colyton Grammar School based in Colyford.

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.

PAGE 37 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.

Paras 10.21 to 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.

PAGE 38 Para 11.1 Line 5. Memorial Hall (not village hall), Church, Colyton Grammar School, should have capital letters.

Line 6. As well as Post Office, General Store, and Butchers (not just a shop)

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.

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.

Para 11.5 After Colyton Leisure Centre, Add: based in Colyford

Line 6 After 3 pubs in Colyton Add, and 2 in Colyford

PAGE 39 Coly 17 The last few words on Page 39 should read "will not be supported" full stop.

PAGE 40 Paras i to iii and i to iv should be deleted

Para 11.15 typo in last line delete" that" Add. "than"

The recreation facility is owned by the Grammar School who also use the facility and wish to increase daytime and term time use.

PAGE 41 Para 11.16 The children and youth of Colyford are unable to make use of these facilities unless delivered and collected by car!!

PAGE 42 Colyton Leisure Centre is misplaced on the Map.