

**1<sup>st</sup> Consultation Version of the Colyton Parish Neighbourhood Plan  
Comments and Decisions Schedule**

	<b>Respondent</b>	<b>Comment</b>	<b>SG Decisions (Nov 18)</b>
<b>Foreword</b>			
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>
<b>Introduction</b>			
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
<b>Colyton Parish</b>			
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	D Nason	<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	D Nason	<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
<b>Strategic Context</b>			
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	D Nason	<i>Regular consultations – no. One public consultation. This passage was over-hyped.</i>	A personal view. No change
<b>Purpose of the Plan</b>			
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	D Nason	<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
<b>Structure of the Plan</b>			
<b>Vision Aims Objectives</b>			

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	D Nason	<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
<b>Natural Environment – Topic Introduction</b>			
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	D Nason	<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
<b>Coly1 Protecting the Natural Environment</b>			
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	D Nason	<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	C Hill	<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
<b>Coly 2 Woodlands</b>			
<b>Coly3 Public Rights of Way</b>			
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
<b>Coly4 Green Wedge</b>			
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	P Arnott	<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	L Berry	<i>Protection of green wedge between Colyton - Colyford and Colyford – Seaton needs to be a priority</i>	Support for the policy approach noted
40	C Harmer	<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	Hedges/Brand	<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	G & A Stone	<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
<b>Coly5 Local Green Spaces</b>			
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	D Nason	<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	D Nason	<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
<b>Built Environment Heritage &amp; Housing – Topic Introduction</b>			
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 landowner was willing to allow his property to be developed. This is a very dangerous statement!!!</i>	Re-phrase 1 <sup>st</sup> sentence of para. 8.6
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	R Benford	<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	L Ellis	<i>That for new developments consideration is given to the age of sewage and drainage systems. With particular note to the</i>	Concerns about infrastructure are noted

		<p><i>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>	Development policies will refer to capacity and adequacy of local infrastructure
54	C Feeney	<p><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></p>	Concerns about infrastructure are noted Development policies will refer to capacity and adequacy of local infrastructure
<b>Coly6 Sustainable Development</b>			
55	P Arnott	<p><i>i) and ii) are much too loose and should be deleted. lii) and iv) are acceptable</i></p>	Points will be taken into account when the policy is re-drafted
56	CVRA	<p><i>Para 8.7 Add "and will only allow infill between existing properties"</i></p>	No change
57	L Berry	<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>	Support for policy approach noted
58	J Dauncey	<p><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></p>	Support for policy approach noted
59	A Hibberd	<p><i>No development outside the neighbourhood plan area regardless of restrictions</i></p>	Policy to be revised to take account of concerns about development outside but adjacent to proposed built-up area boundary
60	B Lowing	<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>	Policy to be revised to take account of concerns about development outside but adjacent to proposed built-up area boundary
61	A Parr	<p><i>The policy says, "Development within or immediately adjoining the Built-Up Area Boundary will generally be supported".</i></p> <p><i>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.</i></p>	Policy to be revised to take account of concerns about development outside but adjacent to proposed built-up area boundary
<b>Coly7 Ceramtec Site</b>			
62	CVRA	<p><i>Para 8.12 Last sentence was already quoted earlier in this document.</i></p>	Revise para. 8.12 in the context of policy development for Ceramtec site
63	P Arnott	<p><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</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>	Support for Ceramtec development noted
64	G Darby	<p><i>Ceramtec proposal seems well conceived.</i></p>	Support for Ceramtec development noted

		<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>	Concerns about access and parking will be taken into account when full policy is drafted
65	J Dauncey	<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	B Fowkes	<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	Hedges/Brand	<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	Hedges/Brand	<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 &amp; Colyford Community Land Trust).</i>	Support for provision of affordable homes is noted
69	A Hibberd	<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	C Hill	<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	V & J Laws	<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
<b>Local Economy – Topic Introduction</b>			
72	CVRA	<i>Para 9.1 Colyford has a Patisserie employing 15 plus, an hotel, several bed &amp; breakfast establishments, holiday homes, butchers, PO &amp; general store, 2 pubs, Grammar School and cycle shop and cafe, all providing employment opportunities</i>	Add extra references to Colyford employers including Sports Centre

		<i>in addition to agriculture. The Grammar School employs more than 30 persons (teachers and staff)</i>	
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	D Nason	<i>this page is about Colyton, neglects to mention the businesses in Colyford.</i>	Add extra references to Colyford employers
<b>Coly8 Employment Uses</b>			
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
<b>Coly9 Tourism Development</b>			
<b>Coly10 Tramway Links</b>			
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	D Nason	<i>Tramway is too expensive for daily use by residents</i>	Point noted and reflected in revised text
<b>Coly11 Connectivity</b>			
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
<b>Transport and Travel – Topic Introduction</b>			
86	CVRA	<i>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.</i>	Add: <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	M Bremridge	<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</i>	Amend to read; <i>...a limited but regular bus service.</i>

		<i>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>	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	Hedges/Brand	<i>We strongly support the need to tackle Colyton's traffic and parking issues.</i>	Support noted
94	D Nason	<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	D Nason	<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	D Nason	<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	M Rust	<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	D Sage	<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</i>	Concerns noted

		<p><i>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.</i></p> <p><i>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.</i></p> <p><i>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></p> <p><i>I feel sure that these concerns must also apply within other areas of the town and to the concern of other residents.</i></p> <p><i>I must add that I am a car driver myself with many years' experience of both cars, vans and motor cycles.</i></p>	
<b>Coly12 Public Transport</b>			
99	CVRA	<p><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".</i></p> <p><i>None of the currently available bus services are suitable for commuting to work.</i></p>	<p>Add</p> <p><i>... and suitable public transport services are provided which actually go to places that residents want to visit.</i></p>
<b>Coly13 Walking and Cycling Routes</b>			
100	CVRA	<p><i>Para 10.11 Add: "such as the hoped for Stop Line Way path".</i></p>	No change
101	J Dauncey	<p><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></p>	It is facilitated by policy Coly14 – include reference to potential in supporting text
102	D Nason	<p><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></p>	Reference included
103	CVRA	<p><i>Para 10.10 Line 4: Add after Stop Line Way through the Parish, "especially Colyford".</i></p>	No change
104	CVRA	<p><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></p>	Add extra sentence referring to: <i>lack of footway on the A3052 from The White Hart to Coly Road, and from Popes Lane to Gully Shoot</i>
105	CVRA	<p><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 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></p>	Delete: <i>Colyford has less of a problem of insufficient pavements</i> Add: <i>In Colyford crossing the .....</i>
106	J Freeland	<p><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></p>	Include reference to potential in supporting text
107	S & B Garner	<p><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.</i></p> <p><i>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.</i></p> <p><i>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</i></p>	References will be made to the issues mentioned

		<p><i>White Hart pub - here lights would be needed coordinated with the tram crossing.</i></p> <p><i>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.</i></p> <p><i>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></p>	
<b>Coly14 School Traffic</b>			
108	CVRA	<p><i>Para 10.15 Add: "the Primary School and Colyton Grammar School based in Colyford".</i></p>	<p>Add: <i>based in Colyford</i></p>
109	CVRA	<p><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></p>	<p>Delete sentence at end para. 10.15</p>
<b>Coly15 Public Car Parking</b>			
110	CVRA	<p><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></p>	<p>No change</p>
111	CVRA	<p><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></p>	<p>Matter addressed with revise public parking policy</p>
112	L Berry	<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>Support for the policy is noted</p>
113	B Fowkes	<p><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 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></p>	<p>Support for the policy is noted</p>
114	J Freeland	<p><i>The existing car park could have far more spaces if it was re-designed and a 'herring bone' design was used.</i></p>	<p>Refer suggestion to PC/EDDC</p>
115	C Hill	<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. If such capital expenditure is not forth-coming then careful management of the existing spaces will be required bearing in mind the following considerations</i></p> <p><i>Disincentives to parking in the centre of Colyton could harm local businesses</i></p> <p><i>Residents need suitable parking in proximity to their homes</i></p>	<p>These are management issues that are generally outside the scope of the NP</p> <p>Refer them to PC</p>

		<p>Technology can be used to enforce parking including the use of limited free parking.</p> <p>Changes in provision without suitable enforcement are likely to result in abuse and frustration</p> <p>Short vehicle journeys within Colyton/Colyford should be discouraged in those who are able to make them on foot/cycle.</p> <p>There is also an issue of parking on Swan Hill Road adjacent to Colyton Post Office &amp; Stores. Parking restrictions here would severely impair passing trade for the businesses here and should be avoided.</p> <p>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.</p> <p>Traffic emerging from Seaton Road may have to substantially obstruct the westbound carriageway to obtain adequate visibility to the left.</p>	
116	A Thompson	Huge increase in parked cars in King Street hampers tractors, large vans etc. Please, resident-only parking	Refer suggestion to PC
<b>Community and Recreation Facilities – Topic Introduction</b>			
117	CVRA	Para 11.1 Line 5. Memorial Hall (not village hall), Church, Colyton Grammar School, should have capital letters.	Amend as suggested
118	CVRA	Para 11.1 Line 6. As well as Post Office, General Store, and Butchers (not just a shop)	Add: ... together with butchers and post office
119	CVRA	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.	Add: ...although the future of community hospitals is in doubt
120	D Nason	Needs to be a stronger statement. The community needs to have hospital services retained locally and the beds returned.	Revised text will cover matter
121	CVRA	Para 11.4 Add: at end “based in Colyton 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 Colyton.	Edit quote Add: based in Colyton the Grammar School is selective, and the majority of pupils come from outside the local area
122	D Nason	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.	Edit quote
123	CVRA	Para 11.5 After Colyton Leisure Centre. Add: “based in Colyton”	Add: based in Colyton
124	CVRA	Para 11.5 Line 6 After 3 pubs in Colyton Add, “and 2 in Colyton”	Refer to 2 pubs in Colyton
125	L Ellis	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.	Refer suggestion to PC
126	C Harmer	From a purely practical point of view the absence of a primary school in the village, together with any medical services in the village (Colyton) would add to the problems of families with young children and others who would necessarily have to commute to Colyton; since the road between Colyton and Colyton is clearly not suitable for pedestrian traffic i.e. no footpath.	Concerns about sustainability issues at Colyton noted
<b>Coly16 Community Horticulture</b>			

127	Hedges/Brand	<i>We support the use of redundant land for community horticulture including a community composting initiative.</i>	Support for aspects of policy noted
128	C Hill	<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
<b>Coly17 Sports and Recreational Areas</b>			
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	P Dean	<i>Remove all words after “supported” including all bullet points</i>	Revise policy as suggested
131	D Nason	<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