

No.	Organisation	<p>Comment- Note, where responses are summarized, the full response appears on the District Council website http://eastdevon.gov.uk/planning/neighbourhood-and-community-plans/neighbourhood-plans-being-produced-in-east-devon/clyst-st-george</p>
1	Amec Foster Wheeler on behalf of national Grid	<p>An assessment has been carried out with respect to National Grid's electricity and gas transmission apparatus which includes high voltage electricity assets and high pressure gas pipelines, and also National Grid Gas Distribution's Intermediate and High Pressure apparatus.</p> <p>National Grid has identified that it has no record of such apparatus within the Neighbourhood Plan area.</p>
2	Devon & Somerset Fire and Rescue	<p>Generically DSFRS request that emergency access is considered when new developments are proposed and that no duplication in road names occurs.</p>
3	Dorset County Council	<p>No comment</p>
4	East Devon District Council	<p>Minor amends to correct terminology from 'County Wildlife Area' to 'County Wildlife Site' and 'Costal Protection Zone' to 'Coastal Protection Zone'. Note to highlight the Green Wedge to West of A376. Suggest that assertion that flooding has been made worse by development is evidenced or removed.</p> <p>Aims and Objectives - as it stands, the natural environment objectives will not achieve this as they only require 'mitigation'. The first objective should be re-worded as: "Require all new development to achieve a net gain for biodiversity" (this also makes it consistent with the NPPF).</p> <p>Policy No. CSG5 – Addition of biodiversity features to net loss feature list.</p>

		<p>Policy No. CSG6 – Additional text suggested to strengthen tree and woodland protection.</p> <p>Policy No.CSG7 – Text amendments suggested to improve hedgerow policy</p> <p>Policy No.CSG8 - We suggest referencing the ‘Clyst St. George Schedule of Local Heritage Value’ in this policy, serving to identify those non-statutory heritage assets.</p> <p>Policy No. CSG11 – ‘recreation’ added to policy in addition to sports facilities</p> <p>Policy No. CSG17 - This policy requires 3 off-road parking spaces for development of any dwelling of more than 2 bedrooms and is therefore contrary to Local Plan policy TC9. The policy specifies that domestic garages cannot be counted as parking spaces, this is also contrary to national policy. In the absence of local evidence to justify the approach, we suggest the policy is removed or amended to conform with Local Plan policy TC9.</p> <p>Policy No. CSG18 – Text suggested to enhance the safety of pedestrians and cyclists.</p> <p>Policy No.CSG19 - We suggest the additional criteria are added to the current list in order to ensure that business development policy effectively protects sensitive waterways:</p> <ul style="list-style-type: none"> vi. promote access on foot or bicycle; and vii. reduce flooding and improve water quality in main rivers.
5	Gladman Development	<p>Detailed comments provided – see link at top of document for full version.</p> <p>Paragraph 184 of the Framework makes clear that local planning authorities will need to clearly set out their strategic policies to ensure that an up-to-date Local Plan is in place as quickly as possible. The Neighbourhood Plan should ensure that it is aligned with the strategic needs and priorities of the wider area and plan positively to support the delivery of sustainable growth opportunities.</p> <p>Policy CSG8 – Local Heritage Assets - With reference to designated heritage assets, the Policy should refer specifically to paragraphs 133 and 134 of the Framework which sets out that Councils should assess the significance of the designated heritage asset and where there is less than substantial harm, this should be weighed in the planning balance against the public benefits of the proposal. Where there is deemed to be substantial harm, then the proposal would need to achieve substantial public benefits to outweigh that harm.</p>

		<p>For non-designated heritage assets, the policy must reflect the guidance set out within paragraph 135 of the Framework. This states that the policy test that should be applied in these cases is that a balanced judgement should be reached having regard to the scale of any harm and the significance of the heritage asset.</p> <p>Policy CSG9 – Design Matters – Considers the design principles to be over prescriptive and suggests that more flexibility is provided in the policy wording to ensure that a high quality and inclusive design is not compromised by aesthetic requirements alone.</p> <p>Policy CSG17 – Parking Standards - This policy contradicts the parking requirements set out in the East Devon Local Plan, where Policy TC9 states that at least 1 car parking space should be provided for one-bedroom homes, and 2 car parking spaces should be provided for homes with 2 or more bedrooms.</p> <p>Gladman therefore consider that this policy does not meet Basic Condition (e) as it is not in general conformity with the strategic policies contained in the development plan for the area of the authority. Gladman recommend that this policy is deleted.</p>
6	Highways England	<p>We are satisfied that the proposed plan policies are unlikely to result in development which will impact on the SRN. We would however note that junction 30 experiences congestion at peak periods and it is therefore important that any development proposals coming forward which have the potential to impact on the operation of the junction, particularly in relation to the employment development sites identified in the plan, include a suitable assessment of traffic impact and mitigation measures, in line with the requirements of DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development.</p> <p>Otherwise, we have no specific comments to make but in general terms we welcome those policies which support improved accessibility for alternative modes to the private car.</p>
7	Historic England	No comment
8	Natural England	No comment

9	South Somerset District Council	No comment
10	South West Water	No comment