

Potential additional costs introduced by the post submission changes which could have an impact on viability (All page numbers relate to the tracked change version of the Local Plan: CD/SD002)				
<u>Policy</u>	<u>Page</u>	<u>Policy Requirement</u>	<u>Potential Added Costs</u>	<u>Council response – how item has been taken into account</u>
Strategy 5 Strategy 147 (Strategy 22)	47 154	Mitigate adverse impacts on Exe estuary and Pebblebed Heaths	Mitigation of adverse impacts	HRA mitigations will be paid for through CIL – a top-slice of CIL paid by a development will have to go towards this. See Reg123 List and IDP.
Strategy 10	55	Green infrastructure in the West End	Green infrastructure contributions or on site provision	Requirement will typically be the provision of natural/semi-natural areas on/off-site. If on-site then dealt with through S106, if off-site dealt with through CIL. Additionally, links to countryside etc will typically be improving footpath access. SANGS in Clyst Valley Regional Park will be paid for / delivered through CIL.
Strategy 12 Development at Cranbrook	61	5. Infrastructure “education provision and other services	Provision of education and other services	Infrastructure requirements at Cranbrook have been assessed and the CIL rate set accordingly. Some infrastructure delivered through S106, some through CIL. See Cranbrook related infrastructure assessment submitted to Programme Officer on 07/03/14.
Strategy 22 Development at Exmouth	79	5(e). Infrastructure : improved cycle links	Provision of new or improvement of existing cycle routes	To be provided through CIL. See IDP and Reg123 List.
		7. SANGS	Provision of SANGS	HRA mitigations will be paid for through CIL – a top-slice of CIL paid by a development will have to go towards this. See Reg123 List and IDP.
Strategy 23 Development at Honiton	84	5(e). Infrastructure : improved cycle links	Provision of new or improvement of existing cycle routes	To be provided through CIL. See IDP and Reg123 List.
Strategy 30 & paragraph 16.8	111	Opportunities for young people and local	Targeted recruitment, training and supply chain	Inspector’s suggested change is that these requirements should be encouraged rather than required.

		businesses	agreements	
Strategy 31	113	Live/ work units	Provision of infrastructure etc. for live/work units Compliance with building regulations Impact on sales values	Inspector's suggested change is that these requirements should be encouraged rather than required.
Strategy 38	130	Bat/owl boxes and green roofs, sustainable waste management	Provision of bat and/or owl boxes, green roofs and provision and management of sustainable waste management systems	Inspector's suggested change is that these requirements should be encouraged rather than required. However costs would in any case be expected to be very low.
Strategy 43	140	Introduction of a change which may require development schemes to provide in excess of defined standards.	Provision above the standards set out in Strategy 43	See EDDC written statement in response to Inspector's question. This is not the intention.
Policy D1	168	5, management of waste in accordance with waste hierarchy	Management of waste in accordance with waste hierarchy	It is not considered that a cost issue would arise as this really is concerned with operational practice of waste collection and disposal authorities. In practice households in East Devon are issued with landfill wheelie bins and separate glass/plastic recycling bins and small food-composting bins. In practical terms developers can be expected to come up with schemes that can provide for these as part of basic design work. For commercial waste the same basic factors apply.
Policy TC9	233	Small scale major	Impact of the provision of	Our expectation is that costs would be low as they would potentially be as

		development to include charging points for electric cars	charging points for electric cars on small scale major developments	simple as putting a socket in the garage (see http://www.nextgreencar.com/electric-cars/charging-points.php). There are government grants available for householders to enhance this provision. In non-residential developments it is envisaged that public charging points would form a commercial service.
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