

Cranbrook Plan 2013-2031 Examination

Matter 10: Specific Policies. Issues 14 and 16
30th January 2020

Devon County Council Position Statement

Statement Prepared 8th January 2020

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1. Introduction

1.1. Purpose of this statement

- 1.1.1. This statement has been prepared to answer questions and address the associated issues as posed by the Planning Inspector in relation to matter 10 (specific policies) for the Independent Examination of the Cranbrook Plan 2013-2031.
- 1.1.2. The comments set out in this further statement focus upon those issues in which Devon County Council (DCC) has a specific interest in order to fulfil its statutory responsibilities in terms of planning and infrastructure (in particular as the Local Highway Authority, Local Education Authority and Lead Local Flood Authority).

1.2. Summary of DCC approach and position

- 1.2.1. The County Council has worked closely with East Devon District Council throughout the preparation of the Cranbrook Plan including providing advice to inform the development of policies and proposals. This has included the attendance of numerous meetings, the preparation of evidence reports and the submission of representations at formal stages in the plan making process. This approach has drawn on the expertise of a number of county officers from various service areas including education, transportation, flood risk, waste management, adult, children's youth and library services.

Issue 14: Public transport enhancement policy

2. Q136: What is the delivery mechanism for rail and bus infrastructure improvements outlined in this policy?

- 2.1.1. Public transport improvements are sought from the development. Central to this are improvements to the rail network including a passing loop on the Exeter to London Waterloo main rail line and a second train station. Land for the second train station, access and ancillary facilities will also need to be provided.
- 2.1.2. The enhanced rail frequency would be delivered as part of a series of infrastructure measures to improve line capacity, journey times and resilience on the Exeter to Waterloo Line. Specifically, these improvements will include a long passing loop through Cranbrook or Whimple enabling more frequent local train services between Axminster and Exeter. These are expected to be delivered by Network Rail in the next Control Period (2024-2029). Funding will come from a variety sources including S106 from Cranbrook.
- 2.1.3. Reflecting that the rail infrastructure enhancements are not required for the first stages of the proposed development, the county council is happy to accept a later payment of the associated developer contributions. A

pragmatic approach is taken that rail may be delivered towards the end of the plan period as part of a package of sustainable measures.

- 2.1.4. Bus infrastructure is provided in two ways. The roads and bus stop facilities that services would run on would be delivered by the developer as part of the build out of the development.
- 2.1.5. New bus services will be provided at early stages of build out. Early provision helps to ensure sustainable travel patterns are formed from early stages of the development when people first move into properties. Reflecting a lower population at this time, financial support is required to initially pump prime services until they become viable. This financial support is provided from the S106 contributions.
- 2.1.6. DCC works with the operator to identify viable long-term service options to ensure that the County Council only pump primes services where there is a high likelihood that they would become viable in future. There is a strong track record of achieving this across the Exeter and East Devon Growth Point area in recent years.
- 2.1.7. Typically, bus contributions are staggered upon the number of completions at a certain phase to reflect the road infrastructure being delivered so that buses can find an appropriate route. The operator is consulted to ensure appropriate timetabling is achieved. It is expected that the developers will provide bus stops capable of displaying real time data to promote the use of the bus, in line with the sustainable travel ethos that Cranbrook is setting.

Issue 16: London Road Upgrade

3. **Q139: Is the priority given to the upgrading of London Road appropriate and would it be deliverable given the competing demands on the use of funding generated from the development?**

- 3.1.1. Comment 17 of DCC's response to the Submission Draft requested that the upgrading of London Road be listed as 'critical' in the Cranbrook Infrastructure Delivery Plan. The treatment of London Road is crucial in making Cranbrook a sustainable town. London Road is subject to high vehicular speeds and therefore effective treatment is required providing a more attractive environment whilst providing sustainable, safe and suitable access (including appropriate crossing points).
- 3.1.2. It is expected that developments provide improvements as part of access provision on London Road through reserved matters consents and the S278 process.

4. Q140: What is the timing of delivery and on what phase of development is it primarily dependant?

- 4.1.1. Delivery of the improvements to London Road are to be phased alongside development and would be delivered through the associated reserved matters submissions under S278 agreements.

5. Q141: How will proportionate financial contributions be defined?

- 5.1.1. Improvements to London Road are to be delivered through a highways agreement (s278) by the development adjacent to that part of the highway.
- 5.1.2. There will be no more S106 requests. Safe and suitable access for all the expansion areas need to be met as explained in Matters 4, 5, 6 and 7.