

**CRANBROOK PLAN DEVELOPMENT
2013-2031: February 2019**

**ANSWERS: Issues and Questions
For Examination
29 November 2019**

P. Boekman (367)

Matter 10 Specific Policies

Issue 13 Is the Policy Approach to the Built Up Area Boundaries Justified and Effective (Policy CB8)?

Q 134 The built-up area boundaries defined in the original plan not consistent with the assessment undertaken in the Sustainability Appraisal.

Q135 The policy approach to built up boundaries is not robust and consistent with the EDLP

AQ13 The boundaries of the Cranbrook Plan are required to be subject to feasibility to ensure that they comply with the areas defined in the Sustainability Appraisal.

Issue 14 Is the Public Enhancement Policy Justified and Effective (CB9)?

Q136 The policy for public transport is not justified or effective. It is impossible to provide Cranbrook with a half-hourly rail service whilst there is no provision for finance to provide (a) a double-track line and (b) new rolling stock and (c) a railway provider that is self-financing.

There is no delivery mechanism for the rail and bus infrastructure at present.

AQ14 The main modifications would be to (1) to provide double track from Exeter to Yeovil (2) To replace the rolling stock (3) to provide another railway franchise.

Issue 15 Are the London Road Commercial and Retail Proposals in Policy (CB24) Deliverable, Given the Alternative Retail Allocations in the Plan?

Q137 There is no justification for the allocation as a commercial zone given the proximity of the town centre allocation. At present, there is no town centre.

AQ15 A proper assessment is required with reference to any commercial zone with adequate finance.

Issue 16 Is the Proposal to Upgrade the London Road Through Policy (CB25) Appropriate and Deliverable?

Q139 There is no feasibility within documents provided by East Devon District Council which provide a proportionate financial contribution to the cost of delivery of an attractive and pleasant environment. The existing line of development along London Road has taken away the delivery of an attractive and pleasant environment. It is impractical to recommend that a man route into Cranbrook via the London Road would take prominence over the London Road around the perimeter of Cranbrook. The London Road is the main thoroughfare between Exeter and the main A30 which runs into Honiton.

Q140 The timing and delivery of upgrading the London Road if it was practical should run concurrently with the phased development.

- Q141 No proportionate financial contributions are defined to provide finance for the London Road.
- AQ16 The upgrading and finance of the London Road requires to be completely amended and resubmitted.