

Cranbrook DPD Consultation - Response.

1.8 The Cranbrook Plan area has been redefined and drawn much tighter than in the Local Plan. The inclusion of the residential homes in Station Road is questioned. These are part of the Broadclyst Neighbourhood Plan area and should be subject to the policies contained in that emerging plan, not the Cranbrook DPD. The same comment relates to other rural areas that fall outside the boundary of the proposed town.

2.4 Superseded policies: How do the Cranbrook Plan Area policies relate to and work with adopted and emerging neighbourhood plans of the surrounding Parishes? The adopted NPs and those emerging have generally used their existing parish boundary as the NP area - and therefore these NP areas will overlap the Cranbrook plan area. Subject to the DPD being found sound, the District Council may consider a Governance Review. However the impact of that, if it takes place, on land that currently forms part of the NP area of another Parish is not clear. How the overlapping plans / policies relate needs to be clarified in the DPD.

CB2 Bluehayes.

Page 21 - (MM3) permits a high level of food takeaway outlets and this is inconsistent with the agreement the Town Council has with the licensing authority and is also inconsistent with the Healthy Town status of Cranbrook. The same point applies to all expansion areas.

The Town Council is anxious to place strict limits on food takeaways including mobile units and would hope that the LPA would support that stance. Whilst Cranbrook may be unique in this compared with other towns in the District, that is not a reason to relax this policy area within the DPD. Instead Cranbrook DPD should be seen as a healthier blueprint for other Towns in the District.

Page 22 - MM3 - states that financial contributions to the town centre will be required as listed in CB6 (4A and B) -

Same comment below applies to the other expansion areas in CB3, CB4 and CB5. It fails to mention any support for the Town Council building whilst it does specifically include for example support for the County Council developments in the town centre. The Town Council building should attract the same level of financial support as any other key element of the Town Centre.

Page 46 There is still mention of a 5 pitch and 10 pitch "gypsy and traveller site". Whilst the LPA has given an indication that the sites will be for permanent residence (rather than transit use), which is welcome, there remains a lack of clarity within the DPD about whether these are for gypsy families or traveller families. Clearly they can not accommodate both on the same site. The lack of clarity on this is difficult to understand. If both proposed sites are for permanent residents and the fifteen pitches are required to meet demand - the LPA should know what the demand is from both the gypsy and traveller community.

The distinction is an important part of this consultation as the community is entitled to know what the proposed uses are. Does not comply with government guidelines" with regard to access and topography.

Integration is the key element in establishing any permanent sites and that has been achieved locally by the creation of a number of permanent sites that house gypsy families. These are small sites - usually one or two pitches but no more than 5 pitches (which accords with Government guidance) and the families that occupy the sites have integrated well within their community.

Creating a ten pitch site in Cobdens on the edge of the town is not going to lead to good community integration. Equally the location of the five pitch site in Treasbeare is not ideal for the same reasons.

CB8 (page 53) If the housing at Broadclyst Station remains within the Cranbrook Plan - why has Lodge trading estate been removed - this could provide a valuable mixed use area with a positive foot cycle link to the train station with rail passenger parking on the north of the railway line and at the same time relieve the residents of Broadclyst Station from the blight of passing HGVs.

CB9 - The Town Council has continually commented that real time bus data has been superseded by the use of smartphone technology. There is mention of integration between rail and bus which is also an important element for the town if there is a desire to reduce the use of the car.

Page 60 - Fig 4 - A more up to date image of the train station could be included within the final plan.

CB11 - Is the policy that custom / self-build homes must equate to 4% deliverable given some of the expansion areas are likely to be delivered through volume developers. However the modification at 3.81 seems to drive a coach and horses through this aspiration as to render it ineffective.

CB12 - Delivering Zero Carbon - this does not go far enough in the current climate. More could be included in policy terms to drive through low carbon and energy saving development. Most campaigners will say that this strategy does not deliver enough by far.

CB13 - Safeguarding land for energy uses - This needs to include provision to respond to the recent issue around installing public EV charge points and the fact that the initiative has met with a lack of capacity. One of the solutions to provide enough electricity for EVs is land for solar energy installations.

CB14 - SANGS - provision of "adequate parking" goes against the whole ethos of "natural green space". SANGS policies should encourage other means of transport and discourage use of the car. This policy is threaded through with references to use of the car. This goes against policy MM70 (page 78) which positively promotes cycling and walking.

Fig 6 - A photograph of Cranbrook in the final plan might be more appropriate for the Cranbrook DPD than a photograph taken of Dawlish.

Figure 7 (page 80) - the photo of Tillhouse Farm is rather misleading and tends to indicate that this is representative of the here and now. The reality of Tillhouse Farm is far different and the DPD should be clear in how it reflects the current reality of the situation. The

Town Council remains very concerned about the continuing blight of Tillhouse Farm and the continuing attraction for young people who risk injury or death on a daily basis by being attracted to enter the site. The future of the site needs to be resolved sooner rather than later

Para 4.28 and fig 9 on page 89 - the description in this section about Co-cars is out of date. The removal of the traffic order to allow the car to park opposite the Younghayes Centre is published and the plan is to have a new location with an electric Co-Car opposite the Co-op as part of the four EV points to be installed there.

Figure 10 (page 93) - this shows the EV point at the Cranberry Farm which is on private land. There is perhaps a better example with the double public EV point at Younghayes Place.

CB20 - Parking. Concern that the para that allows use of rear parking courts "once options to provide on or off-street parking to the front or side of a dwelling have been exhausted" will continue to deliver problematic MLR parking given the policy that prevents driveways along principal routes.

MM31 - as MM80 above regarding take-aways in London Road commercial premises.

MM32 - (para 4.69) - the proposed modification (which removes the requirement for a bridge) highlights why the Town Council did not support the neighbourhood centres on London Road. With something approaching 8,000 homes all of which will use London Road to access Cranbrook (including cycle use) the potential for conflict with pedestrians crossing London Road to access the neighbourhood shops is all too apparent.

In addition to highway safety concerns, as residents have to cross a busy London Road to access neighbourhood shops, the location of these centres on the approaches to the town will attract passing trade and impact trade in the town centre.

There appears to be no consideration as to how passing trade can be accommodated and there are concerns about vehicle parking as people stop to pick up newspapers etc. This is particularly so with the western approach which will have two roundabouts in close proximity with traffic emerging from north and south conflicting with east - west through traffic.

Even with modifications to London Road, the volume of passing traffic will remain the same with virtually every vehicle that enters or leaves the town passing through these neighbourhood centres.

CB25 - Allotments - The Town Council has been consistent in saying that communal storage is not attractive to plot holders who prefer to have their own lockable storage. Provision of a communal toilet (if this is provided in the plan) needs to be resolved as to who will be responsible for the maintenance and costs associated with it. Accessibility and drop off of bulky goods are both welcome - clearly forgotten in the existing sites as delivery access to the entrance gate requires a vehicle to drive across a verge and foot / cycle way.

CB 28 - Tillhouse Farm. Given the costs associated and the lack of lottery grant funding available is this still viable.

Figure 14 (page 119) - As above re comments about the photo used as this is potentially misleading.