

**Whimble Parish Council (WPC) statement for consideration in the
Independent Examination of the Cranbrook Local Plan**

The four expansion areas of Treasbear, Bluehayes, Cobdens and Grange were part of the public consultation process regarding the 'Preferred Approach Master Plan' 2017/8 and formed the basis of the WPC submission to the consultation processes.

The plan submitted to the inspector is significantly different from that which went out to public consultation – the plan has had major amendments especially towards the boundaries of Whimble/Rockbeare. Development is now indicated within the Parish of Whimble. This was not part of the consultation and residents of Whimble and neighbouring Parishes have not the opportunity to comment, as the amendments have been conducted by EDDC, without further public consultation. This places a serious question over the soundness of the plan.

Matter 1: - Issue 2

Q15.

- WPC held meetings/email exchanges over several years with senior members of EDDC and were given assurances that Cobden Lane would always serve as the boundary between Cranbrook and Whimble and no development would take place on the 'Whimble side' of Cobden Lane.
- Parish Council Meeting 17 Nov 2014 2506/11/2014 MATTERS ARISING i) Cranbrook boundary with Whimble – Mark Williams, Chief Executive of EDDC confirmed the approved plan for Cranbrook does not show it crossing Cobden Lane to come up London Road. The boundary also follows the overhead pylons and stream, not the edge of the fields to the north of this line
- The Clyst Valley Regional Park Masterplan was presented to WPC and residents by Simon Bates from EDDC. Surely this must have consideration given concerns over climate and habitat and views of East Devon Residents . Which has precedence - the Regional Park, Cranbrook Plan or East Devon local plan?
- What consideration has been given to the Greater Exeter Strategic Plan – Its remit is 'to conserve and enhance the area's environment'. The Cranbrook expansion plan is effectively destroying natural environment and habitat when there are other brown field sites in and around the County that could be made use of for affordable housing
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Q15 & Q21

- Cranbrook Town Council also want to see a clearly defined boundary and is in line with Whimble Parish Council believed to be 'agreed' . Both wish to see a defined boundary to the Cobden/Cranbrook development at Cobden Lane with no

encroachment of any sort across any part of Cobden Lane or onto any part of the Whimble Parish boundary

Issue 4

Q30

- Section 15 of the National Planning Policy Framework, 'Conserving and Enhancing the Natural Environment,' outlines the need for 'planning policies and decisions to contribute to and enhance the natural and local environment' by a number of methods, including: Protecting and enhancing valued landscapes. Recognising the intrinsic character and beauty of the countryside and to minimising impacts on biodiversity. The extensive expansion of Cranbrook hardly complies with the intent of the NPPF. Development will have a negative impact on the wildlife present, resulting in the destruction of wildlife rather than the aim of wildlife promotion.
- The development is responsible for a potential loss of hedgerows natural environment flora and fauna, including two types of owls.

Matter 1: Issue 5

Q33, 34 & 35

Dwellings in Cranbrook have failed in their construction to address climate change and have not supported carbon offsetting.

- Properties built that are not carbon neutral and to a poor standard with criticism in the press of properties being built with missing safety features and a lack of insulation
- Developers resist requests from EDDC regarding installing solar panels due to costs.
- A lack of consideration given to the installation of electric points for electric vehicles
- Cycle routes are not in place and should have been planned and put into place from the start of the first phase.
- A lack of employment opportunities in Cranbrook aligned to the poor cycle routes and infrequent public transport means residents have to travel by car into Exeter or neighbouring towns to find employment.
- There has been only limited tree planting in Cranbrook, this significantly falls short of what might be reasonable. There is an opportunity for SANGs areas to include tree planting / woodland creation, as part of CO2 offsetting.
- Some developments are in a potential flood risk setting; however, it is important that the local planning authorities should ensure that flood risk is not increased elsewhere – downstream. It is a reasonable view to disallow any planning application for housing within flood plains.
- The existing Cranbrook development is failing in areas of Section 3 of the NPPF. Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

a) housing (including affordable housing), employment, retail, leisure and other commercial development; Fail

b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); Fail

c) community facilities (such as health, education and cultural infrastructure) Fail

d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation. Fail

Critically, Cranbrook is a long way short of delivering a truly zero carbon new town. There is inadequate public transport, lack of local employment, leisure / sports facilities. The development of the Science Park and Skypark has only had a limited take-up. Travelling is outward focused not within a sustainable community.

Matter 3 –Issue 6

Q39. A lack of joined up thinking in granting planning permission . A recent example is 14/2945/MOUT Farlands, London Road, EX5 2PJ - WPC objected to this application. It had concerns with the increased number of dwellings proposed and the associated parking issues. Access to the site is only onto London Road outside of the 40 mph zone and almost directly opposite a lane leading into Rockbeare. There is no provision for a cycle route other than onto the busy London Road. There needs to be alternative access into the rest of the Cranbrook development. Concerns raised about the over ground electricity cables being placed under ground and properties built on potentially contaminated land. Further concerns raised about drainage and flood risk on the proposed site. This application should be part of the Cranbrook expansion review hearing that is due to take place in January and not be a separate application before the hearing and decision is made public.

Q46

- The proposed site for the Gypsy Site south of Cobden lane is within Whimble Parish not Cranbrook with the subsequent impact on our so called 'Green Wedge' between Whimble and Cranbrook. Whimble already has a permanent Traveller Site within our Parish Boundary and less than 2 miles from this proposed site along with a further temporary site at Daisymount .
- WPC understand there are plans for another site further towards Exeter in the Treasbeare development of Cranbrook and cannot see why it is necessary to have the Cobden site and will enable the Green Wedge/ Triangle to be saved, resulting in Strategy 8 of the East Devon Local Plan being adhered to. This also prevents a dangerous precedent of sacrificing Green Wedges in East Devon being set
- Has the EDDC consulted with the Gypsy community. There needs to be more clarification to evidence the need and process including:-

- i)The process of dealing with evicting unauthorised encampments on land owned by Devon County Council, East Devon District Council and Cranbrook Town Council
- ii)Progress on establishing an East Devon gypsy and traveller liaison forum
- iii)Developments in relation to the allocation of up to 30 gypsy and traveller pitches in Cranbrook contained in East Devon District Council's Local Plan, including clarification on the number of required permanent pitches for settled gypsy families, pitches for settled traveller families, pitches for transient gypsy families and required pitches for transient traveller families
- iv)The necessary distinction between the distinct needs of gypsy and travellers groups and the fact that they need accommodation separate from each other
- v)Update on the 'call for sites' and the proposals to allocate land across East Devon
- vi)How many travellers could be 'expected' to live on a typical 10 pitch site?
- vii)Where is the Evidence of the need for an additional traveller site in Whimble and Cranbrook. What about the rest of East Devon?

Matter 6 – Issue 9:

Localism Act 2011 - That any schemes protects surrounding villages from development and that life can remain distinct and separate sustainable communities. The will of its 'local' people is paramount. This places 'localism' at the heart of developing neighbourhood and master plans. Cobden Lane must remain the boundary between Whimble and Cranbrook

Q80. A Second railway station is noted in the DPD but a rail loop is needed to ensure ALL stations from Axminster have a 30 minute train service into Exeter stopping at all stations. This is essential to help reduce the increasing traffic congestion and pollution into Exeter.

Q84 The proposed site for the Gypsy Site south of Cobden lane is within Whimble Parish not Cranbrook. WPC object to the permanent (or temporary) Gypsy site being proposed on the Cobden Lane 'triangle' with the subsequent impact on our so called 'Green Wedge' between Whimble and Cranbrook. Both Cranbrook Town Council and WPC wish there to be no expansion south of Cobden Lane and no development of any sort in the Whimble Parish Boundary

Q86 & 87 - WPC have held meetings and email exchanges overall several years with senior members of EDDC and were given assurances that Cobden Lane would always serve as the boundary between Cranbrook and Whimble and that no development would take place on the 'Whimble side' of Cobden Lane. Evidence was submitted in the Whimble response to the expansion plan.

The Parish Council Meeting 17 Nov 2014 2506/11/2014 MATTERS ARISING i) Cranbrook boundary with Whimble – Mark Williams, Chief Executive of EDDC has confirmed the approved plan for Cranbrook does not show it crossing Cobden Lane to come up London

Road. The boundary also follows the overhead pylons and stream, not the edge of the fields to the north of this line

Q87 - There is no realistic need to build on Green Land, Cobden Lane (Cobdens) and along A30 (The Grange) when there are so many brownfield sites available. A 2018 Campaign for Rural Development report in 2018 shows 337 brownfield sites in Devon totalling 900 acres available for building that could take at least 14,405 new homes. Development of existing land with quality zero carbon homes and a completed infrastructure needs to be delivered before any further expansion is contemplated yet alone started

Q89 – Q92 Pylons - Concern placing cables underground then building on potentially contaminated land together with the cost of placing underground. A Parish Council Meeting 17 Nov 2014 2506/11/2014 MATTERS ARISING i) Cranbrook boundary with Whimble – Mark Williams, Chief Executive of EDDC has confirmed the approved plan for Cranbrook does not show it crossing Cobden Lane to come up London Road. The boundary also follows the overhead pylons and stream, not the edge of the fields to the north of this line

Q93 • Cobden Lane is an old historic lane linking London Road to Whimble and must remain with its current route with only cycle access off the lane into Cranbrook. The London Road/Exeter Road leading up-to Daisymount is very narrow with sharp bends. With the already proposed service station in this area there are serious concerns about the safety of this road. Daisymount junction already has a high accident rate and it is hard to see how the junction and London Rd/Exeter Rd will cope with the additional traffic that will inevitably go this way to avoid having to drive through Cranbrook. This will include all the new residents in the Grange and Cobden expansion areas and residents of Whimble, Rockbeare, Marsh Green and surrounding villages

- WPC is disappointed that this consultation does not address improvements to the B3174 from Cobdens to Daisymount; no mention is made of segregated cycle ways, pedestrian footpaths or road realignments. This implies all additional traffic does not want to travel east, when in reality it will.
- No North South road links are mentioned except the three existing routes provided by Station Road, Crannaford and Cobden Lanes.
- No improvements works are suggested despite Cobden Lane being described as a secondary route.

Q95 - Gypsy and traveller provision

Q95 • Whimble already has a permanent Traveller Site within our Parish Boundary and less than 2 miles from this proposed site along with a further temporary site at Daisymount .

Q97 •As far as WPC understand Cobden Lane is the green public space which separates Cranbrook from Whimble. Considering the expanding area of Cranbrook surely this site should be located further within the Cranbrook boundary.

•WPC objected to the proposed siting of the Gypsy site at Cobden Lane in 2018 in the first consultation of the Cranbrook Plan

- Cobden Lane would appear to be too isolated, away from the community, school, health and provision and opportunities for employment etc.
- Has the EDDC consulted with the Gypsy community. There needs to be more clarification to evidence the need and process see answer to Matter 3 Issue 6 Answer to Q 46
- Local residents and developers made strong and sound objections to the proposed Gypsy site off of Cobden Lane. These objections must be taken into account when there are other alternative sites within Cranbrook offering a better alternative

Q97 • The planned pitches are located on in very prominent location, on land that can be viewed from large number of existing properties in Whimble Parish, as well as traffic on the old A30. **This doesn't give the Travellers or settled occupants the visual privacy as set out in section 3.5 of the "Designing Gypsy and Traveller sites - Good Practice Guide", published by the Department for Community and Local Government.** Without landscaping the outside space, the pitches will be overlooked. However, with landscaping, there is a risk of the Traveller community feeling isolated from the settled community, therefore affecting cohesion

- Under s 4(k) of the Planning Policy for Traveller sites, the Government's aims in respect of traveller sites are for local planning authorities to have due regard to the protection of local amenity and local environment. As it has been outlined, the proposed Gypsy and Traveller sites in Whimble Parish would be built on the Green Wedge/open spaces. This shows a complete disregard to the local environment from EDDC, who, after providing no reason or evidence, have decided to sacrifice, designated Green Wedge for the purpose of constructing the proposed Gypsy and Traveller sites. **This failure to comply with s 4(k) of the Planning Policy for Traveller sites contradicts the obligations under s 19(2)(a) Planning and Compulsory Purchase Act 2004.**

Q100 • WPC understand there are plans for another site further towards Exeter in the Treasbeare development of Cranbrook and cannot see why it is necessary to have the Cobden site. The planned site at Cobden Lane for the gypsy and traveller pitches could be relocated elsewhere in Treasbeare/Cranbrook/East Devon and will enable the Green Wedge/ Triangle to be saved, resulting in **Strategy 8 of the East Devon Local Plan being adhered to.** This also prevents a dangerous precedent of sacrificing Green Wedges in East Devon being set

Q104. Cemetery - Both Cranbrook Town Council and WPC wish there to be no expansion south of Cobden Lane and no development of any sort in the Whimble Parish Boundary

Matter 8 Issue 11

Q118 . There is a lack of joined up thinking in granting planning permissions in isolation to developers who plan their specific 'plot' area with little or no thought to next phases – for an example see answer to Matter 3 –Issue 6 Q39

Issue 19 Q162. A rail loop is needed urgently and a higher priority than a second station to ensure ALL stations from Axminster have a 30 minute train service into Exeter stopping at all

stations. This is essential to help reduce the increasing traffic congestion and pollution into Exeter

In summary the scheme for the expansion of Cranbrook must protect Whimble and the surrounding villages to ensure there is no coalescence of settlements. The green wedge should be expanded westwards together with the Clyst Valley Regional Park. Previous promises and assurances made by EDDC to WPC should be honoured.

Whimble Parish Council

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