

Cranbrook Plan – Summary of Comments Received

The tables in this schedule provides details of individuals and organisation that made comment on the Cranbrook Plan. The tables provide an East Devon District Council officer summary commentary only. For a complete picture all representations should be reviewed, as published on the Council web site, in full. Blank cells indicate where information was not provided.

Contents

General comments that were not logged as being policy specific	3
Comments in respect of CB1 - Health and Wellbeing	168
Comments in respect of CB2 - Bluehayes Expansion.....	169
Comments in respect of CB3 - Treasbeare Expansion.....	175
Comments in respect of CB4 - Cobdens Expansion Area.....	183
Comments in respect of CB5 - Grange Expansion Area.....	193
Comments in respect of CB6 - Cranbrook Infrastructure Delivery	196
Comments in respect of CB7 – Phasing	200
Comments in respect of CB8 - Cranbrook and Broadclyst Station	204
Comments in respect of CB9 - Public Transport Enhancement.....	206
Comments in respect of CB10 - Safeguarding land for a second station	208
Comments in respect of CB11 - Cranbrook affordable Housing.....	209
Comments in respect of CB12 - Cranbrook Custom and Self Build Housing	212
Comments in respect of CB13 - Delivering Zero Carbon	214
Comments in respect of CB14 - Safeguarding of Land for energy uses.....	217
Comments in respect of CB15 - Delivery of SANGS	218
Comments in respect of CB16 - Design Code and Place making	222
Comments in respect of CB17 - Amenity of Future Occupiers	224
Comments in respect of CB18 - Digital Connectivity.....	226

Comments in respect of CB19 - Coordinated Sustainable travel	227
Comments in respect of CB20 - Plug In and ultra low emission vehicle charging	228
Comments in respect of CB21 - Parking at Cranbrook	230
Comments in respect of CB22 - Cranbrook Town Centre	232
Comments in respect of CB23 - Residential development in the Town Centre and Neighbourhood centre	234
Comments in respect of CB24 - London Road Commercial and retail proposals.....	235
Comments in respect of CB25 - London Road Improvements	237
Comments in respect of CB26 - Allotments.....	239
Comments in respect of CB27 Landscape Biodiversity and Drainage	240
Comments in respect of CB28 - Design and Construction of Sports Pitches.....	240
Comments in respect of CB29 - Tillhouse Farm redevelopment.....	241
Comments in respect of Viability/IDP – Noting that: Priority 1 - P1: Priority 2 - P2; and Priority 3 - P3 - (as a specific issue)	242
Comments in respect of Policies Map (as a specific issue).....	247
Comments in respect of Sustainability Appraisal (as a specific issue).....	248

General comments that were not logged as being policy specific

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
1	001 - Individual									Direct fast cycle provision to the airport, science park and surrounding business should be provided	19,					
2	002 - Individual									objection to development south of London Road; previous views and promises ignored;	3, 5,					
3	003 - Individual									Alarming demise of pollinators; insufficient integration of trees and other green space into street. Aim to develop wild city type project into the area	15, 27,					
4	004 - Individual									Incurion of Cranbrook into Rockbeare as a result of London Road Proposals; introduction of commercial zone is not feasible - the area has already seen overdevelopment in recent years; no room commercial given tightly packed nature of residential property	24,					
5	005 - Individual									Limited publicity given to the consultation; conflicting plans available; lack of town centre details despite the addition of more housing; in appropriate location for gypsy and traveller site in Treasbeare affecting views from the Country park; traffic in Cranbrook is already and issue that will be exacerbated; traffic flows on Parsons lane will be badly affected as a result of the development - access to the school, sports pitches and gypsy and traveller site; Location of gypsy ad traveller site may affect ability to obtain mortgages; Support provision of sports hub but concern about flood lit pitch; crossing of the London Road will be difficult and present a safety issue; Development at Treasbeare may increase risk of flooding to existing town and country park; insufficient parking provision identified/required within the plan; risk of airport parking taking advantage of residential streets; increased frequency of rail provision is essential	2, 3, 4, 5, 9, 21, 22, 25,	Ye s				
7	007 - Individual				Yes					Plans allow development to creep towards Whimble compromising the village with additional pressure on services and facilities; Gypsy and traveller site in location	4, 6, 27,					

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										with poor access and liable to bad flooding; Services such as Surgery and school would not be able to cope with likely increase; risk of increased flooding to surrounding area; potential for light and noise pollution						
8	008 - Individual									Gypsy and Traveller site is in the wrong location - too prominent, government policy states that such development should not be within green belt; pitches should be better distributed across the District.	3,	Yes				
9	009 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes				
10	010 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors	3,	Yes				

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11	011 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes				
12	012 - Individual					No	No			Contravene Stgy 8 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; such development would restrict the potential of this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on he green wedge sets a dangerous	3,					

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13	013 - Individual					No	No			Contravene Stgy 8 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,					
14	014 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors	3,					

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15	015 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,					
16	016 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health;	3,					

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17	017 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
18	018 - Individual									Cobdens is an area of historic interest including reference as a hamlet of Whimple in the Domesday Book; Cobdens Lane is prone to flooding; With limited public transport and additional railway station there is a risk of increased	4, 10, 15, 19,	Yes				

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										traffic and reduced rail timetable at Whimple; Use of Whimple Primary school by residents of Cranbrook would further increase traffic; Site for Gypsies and Travellers is unnecessary recognising existing site at Broadclyst and Strete Raleigh; Concern about proximity of housing to high voltage cables; SANGS provision must be maintained to help demarcation between settlements.						
19	019 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
20	020 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in	3,	Yes	Yes			

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21	021 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
22	022 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a	3,	Yes	Yes			

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24	024 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
25	025 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space	3,	Yes	Yes			

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26	026 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
27	027 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge;	3,	Yes	Yes			

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28	028 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			

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29	029 - Individual		1.3; 2.6; 2.11; 3; 4.2	1.3; 2.6; 2.11; 3; 4.2	Fig - 1.2; 1.3, 1.4	No	No	Yes	No	Plan shows residential development and traveller site within land identified as a green wedge which will add to "sporadic development"; damage the individual identity of the settlement; and lead to or encourage settlement coalescence. Fails to respect existing Local Plan	3,		Yes			
30	030 - B Harvey		1.3; 2.6; 2.11; 3; 4.2	1.3; 2.6; 2.11; 3; 4.2	Fig - 1.2; 1.3, 1.4	No	No	Yes	No	Plan shows residential development and traveller site within land identified as a green wedge which will add to "sporadic development"; damage the individual identity of the settlement; and lead to or encourage settlement coalescence. Fails to respect existing Local Plan	3,		Yes			
31	031 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
32	032 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health;	3,	Yes	Yes			

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33	033 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
34	034 - HNT Executive Group - Position			general and CB22;						Commitment to embed the principle of designing good health and wellbeing outcomes into the town, objectives and policies is welcomed; Objective to achieve a balanced community is noted as is	3, 4, 5, 6, 11, 22,					

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	Paper from Cranbrook HNT Exec January 2018			CB11; ;						Policy CB11 for affordable housing at 15% with a greater mix of house types; Ensure that the full scope and importance of the health and well being hub is recognised within the plan; Policies for temporary buildings within the DPD are strongly supported; Opportunity to further strengthen the restriction on A5 uses to help people achieve and maintain a healthy weight; (suggested policy change); As one of 12 Sport England Local delivery Pilots it is important that facilities, design and infrastructure are in place to enable and encourage people to be and remain active. Further web links for representation 34 are: https://eastdevon.gov.uk/planning-libraries/cranbrook-plan-submissiondraft-comments2019/034-hnt%20executivegroup-thecranbrookplan2013-31cranbrookhntsubmission.pdf and https://eastdevon.gov.uk/planning-libraries/cranbrook-plan-submissiondraft-comments2019/034-hnt%20executivegroup.pdf						
35	035 - Individual									Consultation process is flawed as a result of language used within form which is not open to all; Concern about development in the green wedge (comprising housing and a gypsy and traveller site) to the east of Parsons Lane which results in development being located in an elevated and prominent location against the common sense of the urban designer in 2015 Loss of house price value was dismissed during the consultation meetings	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
36	036 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
37	037 - Individual									Concern about the impact that the plan will have on biodiversity and wildlife; surrounding farmland has a rich array of flora and fauna which is disappearing - development would extend to the edge of the Cranny Brook whose ecology and visual amenity would be devastated Concern about the loss of the green wedge between Cranbrook and Rockbeare; Synopsis of the effects of development on the Cranny Brook Valley was submitted with the Rep - this includes details of protected affected - most notably the skylark and Reed Bunting	3, 27,					
38	038 - Devon and Cornwall Police			CB1						Comments follows a crime and ASB analysis (where appropriate) and a demographic overview in relation to specific sites; There is a duty on the planning authority to consider	1,					

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										preventing crime, fear of crime, ASB and other behaviour which adversely affects the local environment;						
39	039 - Broadclyst Parish Council		3.44-45; 4.65; 4.78	CB1; CB6; CB7; CB9; CB25; CB26	Extent of the Broadclyst Station BUAB - See comments under CB8					As a neighbouring Parish, Broadclyst is keen to support the town as it develops and it recognises that the expansion areas should be more than simply deciding where to put additional houses. Play areas should be located in areas of high footfall Broadclyst Neighbourhood Plan (BNP) must be recognised within the DPD. Irrespective of any future Boundary changes the BNP will remain in force and for the delivery of strategic projects that are sought from the Neighbourhood Plan process it is imperative that the identity is retained. See submitted plan with rep	1, 2, 6, 7, 8, 9, 25, 26, 27,					
41	041 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			

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42	042 - Mr and Mrs M Snell		11	Cranbrook Plan submission Draft		Yes	No	No	No	A requirement should be placed on development that before occupation all healthcare facilities (incl. GP provision, dental care and adequate hospital facilities); additional schools; and additional policing is provided. Concern about the increased usage of the London Road as well as impact on the village of Whimple which will be only two field away from the proposed development Risk that the location of the proposed gypsy and traveller pitches will result in a obstruction for vehicles while pulling and out from the London Road Development generally is likely increase risk of flooding along the old A30	2, 3, 4, 5, 6, 25,					
43	043 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
44	044 - Devon Countryside									DCAF recognise the importance of health and well being and the contribution that well designed and safe walking and cycling routes can make. Noting the DfT's cycling and walking investment strategy	15,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
	e Access Forum									consultation, DCAF highlight the poor storage for bikes associated with new housing Position statements on the following have been included with the representation: Physical Disability Access; Local development Frameworks and major developments (2015); Greenspace .						
47	047 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
48	048 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
49	049 - Cranbrook Town Council									Town Council continues to indicate its wish to see Cranbrook as positive and of benefit to the wider community - providing a local hub for delivery of local facilities and services. Separate comments have been provide for the CIL review but it is important to record that these are crucial to the successful delivery of the town. Further the TC reaffirms its wish for clarity and certainty on a future governance review. Town Council supports the principles of the business ladder and welcomes the provision of flexible spaces and premises for start-up businesses to provide easy availability and opportunities for business growth. Small units should be away from residential development. The Town Council welcomes the reduction in pitch numbers and the confirmation that the sites will be permanent as opposed to transit sites - however and is of the view 1 https://orr.gov.uk/statistics/published-stats/station-usage-estimates	1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 15, 16, 18, 21, 22, 24, 25, 26, 27, 29,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										5 that ten is the right balance. Government guidance indicates that small sites are best and that five pitches for each site would be the right way forward. Two responses which did not change the TC views have been included with the submission						
50	050 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
51	051 - Individual									Contravenes Local Plan provision adopted in 2016 - in particular: Section 6.24 which identifies risk if creeping development leading to settlement coalescence Stgy 8 which prevents sporadic development or lead to settlement coalescence Allowing Cranbrook to reach Cobden Lane would indeed damage Whimple and the sporadic residences at Cobden Stgy 27 identifies amongst others that Whimple is a	4, 10, 25,	Yes	Yes			

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										standalone community with its own identity and facilities. Cobdens Lane is used by farmers but also local residents to get to the village (important if the main road is blocked). Greater effort should be given to make Cranbrook look and function like a real town and not just a huge housing development - further eastwards expansion exacerbate the linear nature of the settlement. Traffic from the development at Cobden will seriously affect the B3174 from it to the Daisymount junction of the A30 Leaving the fields between Whimble and Rockbeare without development will indeed ensure green and environmentally rich areas permanent travellers site at the entrance to Cobden Lane is flawed proposal for another Cranbrook railway station is misguided						
53	053 - Dr N Harris			Schools and Health care	Cobden Expansion Area	No	No	No	No.	Inadequate health care service provision already in Cranbrook, further expansion not allowing for this expanded population. No dental . no optical service, overstretched GP branch practice Cranbrook in addition is impassable with parked cars and buses along the road, inadequate planning for parking of cars in the existing development and with higher density of housed population, will hamper urgent medical care access	4, 6, 9, 25,		Yes			
54	054 - Natural England									Some concern about the adequacy of SANGS in terms of quality and the provision made - noting an apparent reduction in the connectedness and quantum of SANGS since the publication of the preferred option plan - particularly with reference to plan 2.6 of the Masterplan. Green Infrastructure and SANG strategy consultation draft	7, 15, 27,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										This document (e.g. figs 13 & 14) shows the SANG provision as set out at the preferred options stage rather than reflecting the provision set out in the SANG delivery strategy. However it is included within the evidence base documents for the submission draft plan. This needs to be corrected. Delivery strategy for SANGs Figure 1. This table should set out the land available, by area, for individual parcels of SANG land that make up Cobdens Parkland. Para 2.12 states that management must ensure that the SANGs can perform their function and be properly maintained as such for a period of at least 80 years. We suggest that “(80 years being taken as a proxy for ‘in perpetuity’)” be added at the end of the sentence to reflect the commonly accepted requirement for mitigation to be provided “in perpetuity”.						
55	055 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide.	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Green wedge development and the playing pitches should be switched.						
56	056 - Individual			CB3; CB11		No	No		X	Objection to the development within the Treasbeare Green Wedge and the addition of a 1ha gypsy and traveller site with this area. Green wedge should be held on trust for future generations of both Cranbrook and Rockbeare residents (being developed as an extension of the Country Park and incorporating both SABNGS and smaller sports pitches. If Cranbrook is to live up to its designation as an NHS England Healthy New Town, important serviceable open space areas like the Green Wedge will require protection to make this vision possible Objection set out in the form of a report covering a range of key issues including: flawed consultation process flawed housing needs assessment Case for sustainable development with interdependent factors. Contrary to Strategies 3, 6, 7, and 47 of the East Devon Local Plan Conflict with Sections 4, 8 and 15 of the NPPF; Precedence of breaching green wedge boundary damage to/loss of environment and wildlife need for hedgerow and biodiversity protection Visual impact Gypsy and Traveller provision including an over allocation of land in excess of identified need within Policy56 Rejection of housing within the green wedge will not deplete the overall housing provision which will still exceed the overall need based on	3,		Yes			

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										Wishes to participate to explore procedural irregularities in the consultation process which is a public interest issue						
57	057 - Alder King on behalf of Mr and Mrs Horn	Alder King		CB4			No			Master Plan makes no reference to Little Cobdens (Grade II) or its setting which conflicts with NPPF guidance.	4,	Yes	Yes			
58	058 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
59	-									Email attachment unopenable						
61	061 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors	3,	Yes	Yes			

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										decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
62	062 - PCL Planning Ltd in behalf of Waddeton Park Ltd			CB5		No	No		X	Waddeton Park Ltd have a land interest to the south of London Road and object to the omission of this land from the plan which is a departure from the evidence base that supports the DPD. Plan has been accompanied by significant procedural failings including that relating to SANGS delivery. Cranbrook DPD is premature to the outcome of the GESP as this is being used as the vehicle to review Stgys in the Local Plan (10 and 47) concerning SANGS provision. Details of previous applications on Waddeton Park controlled land submitted as appendices to the rep. Comments on CIL review also included HRA cannot conclude anything else other than there is a significant likelihood that harm to the Natura 2000 sites would be likely to occur, due to the uncertainty about (timely) delivery of appropriate SANGS.	5, 15,					
63	063 - The Planning Bureau Ltd on behalf	The Planning Bureau	lack of reference	lack of reference		Yes	No	Yes	No.	plan lacks any reference to the need for an element of the housing to be provided to be specialised housing for older people. This should be rectified NPPF highlights that the 'the size, type and tenure of						

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	of Renaissance Retirement, Pegasus Life, McCarthy and Stone and Churchill Retirement Living									housing needed for different groups in the community should be assessed and reflected in planning policies National Planning Practice Guidance reaffirms this - "the need to provide housing for older people is critical given the projected increase in the number of households aged 65 and over accounts for over half of the new households..." Exeter Housing Market Area SHMA 2014 states: ...the increase in the number of people in the 65+ age group will impact on the demand for bungalows and flats in the market sector and sheltered and supported accommodation. To remedy this a specific policy addressing each expansion area should set out a minimum number of units in each area that must be delivered as specialised housing for older people (see rep for full text)						
64	064 - Whimble Parish Council									Whimble Parish Council (WPC) have consistently recognised the need to maintain clear boundaries between Cranbrook and neighbouring Parishes. For this there needs to be a policy which avoids coalescence. WPC do not wish to cede the triangular parcel of land east of Cobdens Lane to the Cranbrook. Main areas of objection: 1. No development should occur east of Cobdens Lane 2. Cobdens Lane must remain open for vehicular traffic and there should be no vehicular links off the Lane into Cranbrook 3. Location of Gypsy and Traveller site on land east of the Lane which is within Whimble Parish - particularly as the Parish already has a site within its boundary (less than 2 miles from that now proposed) and a further site is proposed in Treasbeare. In addition there needs to be	4, 5, 6, 10, 21, 25,	Yes	Yes			

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										more clarification about how the pitches would be managed. Limited information available about solar energy broadband and a Carbon neutral future. No need to build on green land Cobdens and Grange recognising that there are many brown field sites available. future development in Cranbrook should have consideration for a more balanced community with more dwellings in the D+ Bandings Support for: additional vehicle and pedestrian links to Phase via Ingrams extension of a segregated cycle route along London Road to the eastern Neighbourhood centre							
65	065 - Individual									Information is complex but main concerns: Threat to the Green wedge separating Whimple and Cranbrook No addition Gypsy and traveller pitches are required in Whimple No infrastructure for the Gypsy and Traveller sites within Cranbrook Church Lane junction at Hand and Pen will be more dangerous within increased numbers of vehicles	4,	Yes	Yes				
66	066 - Individual									Whimple is unique due to location and would be ruined if Cranbrook expands with harm to quality of life, health and air quality the village has narrow road that cant cope with any additional traffic	4,						

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Development would devalue property prices and increase strain on village infrastructure.						
67	067 - Individual									Objection to the expansion of Cranbrook towards Whimble Development would lead to more than 600 acres of green landscape being lost to housing - irreversible Schools and local infrastructure already at capacity Roads are in a permanent below standard condition and will further deteriorate with increased volume of traffic. Access to London Road from Cobdens Lane would no longer exist which would increase traffic in the village Further expansion on a known flood plain may cause water run off and increase risk of flooding Gypsy and Traveller is located within Whimble Parish which already has a permanent site	4,	Yes				
68	068 - Individual									More houses are planned to be built south of the former A30 contrary to the original plans Trees and hedges would be lost as a result of the development Lack of infrastructure for a further 1750 houses [in Cobdens]. Risk of increase in flooding as the land is a flood plain Additional pressure would result on the sewerage system Closure of Cobdens Lane would result in the loss of an alternative route into/ out of the village A second station would [put Whimble station at risk Likely increase in pollution and noise as a result of additional development. Whimble would change completely and risks being swallowed by Cranbrook.	3, 4, 5, 10,					
69	069 - Individual									Objection to the expansion of Cranbrook towards Whimble Development would lead to more than 600 acres of green landscape being lost to housing - irreversible Schools and local infrastructure already at capacity Roads are in a permanent below standard condition and	4,	Yes				

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										will further deteriorate with increased volume of traffic. Access to London Road from Cobdens Lane would no longer exist which would increase traffic in the village Further expansion on a known flood plain may cause water run off and increase risk of flooding Gypsy and Traveller is located within Whimble Parish which already has a permanent site						
70	070 - Individual									Objection to the expansion of Cranbrook towards Whimble Development would lead to more than 600 acres of green landscape being lost to housing - irreversible Schools and local infrastructure already at capacity Roads are in a permanent below standard condition and will further deteriorate with increased volume of traffic. Access to London Road from Cobdens Lane would no longer exist which would increase traffic in the village Further expansion on a known flood plain may cause water run off and increase risk of flooding Gypsy and Traveller is located within Whimble Parish which already has a permanent site	4,	Yes				
71	071 - Individual									Concern with the proposed gypsy and traveller sites which cross into Whimble Parish. Whimble Primary school could lose its community feel likely increase in traffic in the village as a result of the development (together with resulting air pollution) Additional housing risks increasing flood risk Money should be spent renovating old houses rather than building new ones.	3, 4,					
72	072 - Individual									Further expansion increases flood risk where roads and land are already prone to flooding Location of gypsy and traveller site is poorly positioned and away from services and facilities in Cranbrook and is within Whimble Parish. Insufficient services including - healthcare and dental; Increase in traffic on narrow roads	4, 10,					

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										Risk of train service reduction in Whimple if a second station is provided at Cranbrook Concern about the impact on Whimple Primary school which is already over capacity.						
73	073 - Individual									Development encroaches into Whimple Parish and will affect the character and community of the village Development will add to congestion on the roads Loss of countryside and wildlife Further pressure on existing services including reduction in rail service at Whimple	4, 10,					
74	074 - Individual					No				View and promises made to Rockbeare Parish Council and villages not honoured Neighbourhood plan for Rockbeare recognises that there should be no building on the Parish Some land included in the plan has TPOs and lots of bat colonies, deer and wildlife Gyps and Traveller sites are planned close to the village Existing roads are like a race track with short cuts through the village which will increase if development is permitted.	3,	Yes				
75	075 - Individual									History of flooding and drainage problems which are likely to create flooding elsewhere Hedgerow banks are prone to slippage when large vehicles pass after rain Development will result in additional traffic and the lanes being used as rat runs Additional dwellings will reduce air quality for existing communities Additional pressure on infrastructure including waste disposal; access of health care There will be a loss of wildlife including that caused by cat predation Gypsy and traveller location is inappropriate	4,	Yes				
76	076 - Individual									Traffic and road network - further development will increase congestion and associated issues	4,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Landscape - there is no justification for further change and the resulting implications for wildlife schools - Whimble school would be further disadvantaged in its ability to get improvements/required funding Water and flooding - Cobdens Lane is vulnerable and this will be made worse by further development. East Devon has seen significant change and the area around Whimble does not need further alteration						
77	077 - Individual									More housing results in more cars, more pressure on services and more pollution There has been insufficient improvements to infrastructure to cope with the increased population An additional station at Cranbrook could reduce service availability at Whimble station Limited shops/service provision in the town increases its unsustainable nature need to embrace alternative means of energy, better cycle network Whimble Primary school would significantly alter if it had to find additional pupil places	4, 6, 10,					
78	078 - Individual									Additional dwellings would place further pressure on the local infrastructure which is already at capacity Road network locally at junction 29 of the M5 is unable to cope with the additional traffic and congestion Development would result in the loss of the traditional village lifestyle Extra housing risks increasing the risk of flooding Gypsy and Traveller site should be in Cranbrook which it can be properly maintained rather than being in Whimble	4, 6,	Yes				
79	079 - Individual									Whimble Primary School has no capacity to take children while the school in Cobdens is built. Unclear why a second gypsy and traveller site is required in Whimble Increase in traffic associated with development is a	4, 6,					

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										concern, affecting safety and air quality Closure of Cobdens Lane will cause problems with access Distinct character of Whimble should be retained and village not swallowed by the enlargement of Cranbrook. Concern about impact on services and infrastructure.						
80	080 - Individual									Concern about increase in traffic especially towards Daisymount and resulting pollution Additional station at Cranbrook risks reducing the services stopping at Whimble Countryside lost forever Infrastructure already at capacity - e.g. healthcare, Primary School Lack of services - especially town centre, supermarket and other facilities Loss of village community Whimble has gypsy and traveller site and therefore questions why a further site is needed	4,	Yes				
81	081 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide.	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Green wedge development and the playing pitches should be switched.						
82	082 - Individual									Cobdens Road must not be closed as this risks increasing congestion in the village Whimple must keep its green wedge as Rockbeare has done and to maintain wildlife hedges trees etc. need for increased frequency of trains at other stations along the line need for increased health facilities - especially at the RD& E Transfer site should be in Cranbrook	4,					
83	083 - Individual									Gypsy and Traveller sites should be within Cranbrook not Whimple Parish and will need to be managed by EDDC Cobdens Lane should be retained open to London Road Affordable housing must be provide and be available for essential services in the District Sufficient infrastructure must be provided including schools, medical facilities Suitable drainage must be provide to prevent the risk of flooding	4,	Yes				
84	084 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
85	085 - Individual									Added congestion that the development would cause exacerbated by the closure of Cobdens Lane Rise in traffic at the Hand and Pen junction Additional station at Cranbrook would have a detrimental effect on Whimple Train station increased pressure on local facilities including schools etc. Increased air and light pollution	4, 10,					
86	086 - Individual									Increase risk of flooding from impermeable surfaces affecting London Road and Cobdens Lane One area that flood is located close to the proposed Gypsy and Traveller site 600 acres of countryside would be lost along with natural habitats Character of village life could be diluted by urban sprawl so there should be no development east of Cobdens Lane Gypsy and Traveller site is not well located for residents to make use of facilities within the town and is located within Whimple Parish where there is already a permanent site Development in Cranbrook should not erode the role played by Whimple Primary school Risk of increased air pollution and therefore low carbon forms of transport should be used. Dualling of the railway line would ease congestion but there must be no reduction in service at Whimple Cobdens Lane must remain open to avoid congestion on surrounding roads Cycling facilities should be enhanced	4,	Yes				

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87	087 - Individual									There is already enough housing in the local area and extra housing would put increased demand on services that cant cope Area is liable to flooding which would increase Traffic situation would be made worse There would be a loss of good agricultural land and wildlife habitat Proposed Gypsy and Traveller site should be in the main development and not sited within Whimble	4,	Yes				
88	088 - Individual									Gypsy and Travellers site is located within Whimble Parish which is unacceptable - Cobdens Lane should form the Boundary of Cranbrook Cobdens Lane should not be closed Increased strain on Whimble Primary school until new 630 place school is built. Whimble risks losing its school in time Increased pressure on Doctors and Dentists surgery No mention of improvements to local roads which will need to be upgraded to cope with increased traffic Lack of restraint on the development from East Devon DC. Green wedge must be retained.	4,	Yes				
89	089 - Individual									Proposals represent an attempt to destabilise the community of Whimble Gypsy and Traveller site must be within the town and not Whimble Parish Cranbrook facilities including Doctors and Dentists and police should be delivered to avoid impacting on neighbouring areas Existing road network is inadequate to accommodate 8000 additional cars and vans Must consider the environment and quality of life of existing residents	4,	Yes				
90	090 - Individual									Proposal crosses into Whimble Parish Will result in the loss of beautiful countryside, habitats	4,					

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										Increase in traffic, and pollution - air light and noise Increased pressure on GP surgeries and Whimple school						
91	091 - Individual									Lack of town centre and facilities to support existing housing need to build the promised leisure facilities	6,					
92	092 - Individual									Development would destroy the village of Whimple and further encroachment of Cranbrook onto more green belt is not justified Development will increase air and noise pollution - the First Clean Air Act 1956 should not be ignored There will be a loss of wildlife and habitats including the felling of trees Existing infrastructure is not adequate to cope within increase (e.g. roads, parking, GP and dental care, Policing, Waste and schools) Build quality is reported as being poor resulting in many homes needing attention in 50+ years Green wedge around Whimple should mean green wedge Cobdens Lane must remain open Dangerous precedent if a divide between Cranbrook and Whimple is overlooked Risk of increased flooding if development is permitted Concern about delivery of Gypsy and Traveller site which would be better located near amenities in Cranbrook	4, 6,	Ye s	Ye s			
93	093 - Individual									Encroachment of Cranbrook will be detrimental to the countryside around Whimple destroying natural habitats Will result in an increase in noise and air pollution Risk of increased flooding Gypsy and Traveller site is within Whimple Parish which already has such provision Scale of development is too big for infrastructure and healthcare facilities	4, 6,	Ye s				
94	094 - Individual					No	No			Development should not extend beyond the line of electricity pylons and stream o the basis of previous	4,	Ye s	Ye s			

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										assurances Development would reduce the extent of the green wedge and lead to settlement coalescence Development contravenes Strategy 8 of Local Plan and therefore fails to be in conformity with it against requirements of s24 (1) Planning Act 2014 Cobdens Lane must remain open with direct access to the village for all local requirements including farm machinery Land in Whimple Parish should not be ceded to Cranbrook Land to the east of the Cobdens Lane has high ecological and aesthetic value and the hill is visually prominent Gypsy and Traveller site should not be within the Green wedge - noting that the Parish already a permanent site - one larger site closer to the main community and services would be more cost effective Lack of evidence of need for a gypsy and traveller site						
95	095 - Individual									Flooding is a real concern and without previously promised flood relief the proposed development risks exacerbating existing problems Closure of Cobdens Lane will make existing problems in Church Road worse Local Doctors surgery and other facilities/services are already at capacity and will be made worse by the proposed development.	4, 6,					
96	096 - Individual									Previous economic downturn reduced quality of the new eco town which now sprawls along the old A30. Expansion (contrary to previous promises) must be limited	4,					
97	097 - Individual									Proposed development at Cobdens extends into Whimple Parish Some land identified is flood plain and more development could increase risk of flooding Closure of Cobdens Lane will increase traffic along other narrow lanes in village	4,	Yes				

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										Gypsy and Traveller site is too far from the town and services that it can provide						
98	098 - Individual									Entire project should be cancelled There should be no development south of the London Road nor development east of the pylons Plans show a disregard for the green wedge and propose a Gypsy and traveller site when Whimble already has one all housing in East Devon should be accommodated on brownfield land Lack of consideration for services and facilities required Cobdens lane should not be closed as it is necessary as an alternative route to Whimble and is used by large farm machinery Traffic and congestion is already a problem and will be made worse There will be a loss of wildlife and greenspace which should not be outweighed by sprawling development Healthcare and schools do not have capacity to cope with increased development Flooding and flood risk will be exacerbated A town of this size should be circular, have a proper centre with adequate facilities for all	3, 4, 5, 6,	Yes				
99	099 - Individual									Cobdens Lane must remain the boundary of the development and must not be breached Beyond this the identity of the village of Whimble will be lost Cobdens Lane must remain open as it is an important link for the village support the Cobdens Parkland to be retained as green space Whimble already has a Gypsy and Traveller site within the Parish	4,	Yes				
100	100 - Individual									There will be an increase in traffic on local roads with resulting congestion	4,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Closure of Cobdens Lane will make local access extremely difficult There will be significant strain on local services until Cranbrook is provided with adequate schools medical services and hospitals Increase in pollution from traffic, light spill 600 acres of green land will be lost along with associated habitat Increased risk of flooding from expansion onto flood plain Expansion extends into Whimple Parish including a gypsy and traveller site which is remote from adequate services in the town Green wedge should be preserved						
101	101 - Individual									Closure of Cobdens Lane would result in local congestion and dangerous walking conditions Loss of countryside hedgerow and archaeology Increase in flooding There should be a countryside park as originally identified Additional Gypsy and Traveller site within the village will add to congestion problems Lack of infrastructure	4,	Yes				
102	102 - J Harris			Provision of Services, facilities and transportation	Cobdens and Grange Expansion phases	No	No	No	No	Deliberate breach of local support and trust Current Cobdens expansion proposal suggest furthers expansion into and beyond Whimple disregarding established villages Lack of facilities for current development including lack of GP provision which places increased pressure on surrounding services Existing layout of the town hampers emergency rescue Proposed Gypsy and Traveller site is nearly 3 miles from proposed town centre and local amenities Closure of Cobdens Lane will result in rat run, and the routing of agricultural traffic through expansion area Lack of passing loop on railway limits sustainable transport	4, 5,	Yes	Yes			

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										options - require a dedicated bus service and retention of train services at Whimble and Feniton Lack of respect for the Green wedge which must be protected						
103	103 - Individual									Transportation links are appalling with requirement to use the car Lack of infrastructure including GP provision, dentists, schools Flooding will be exacerbated Increase in light and noise pollution and increase in waste Impact on the wildlife	2, 6,					
104	104 - Miss L Hebbard			Treasb eare Green Wedg e Policie s		No	No		X	Current amenities are insufficient and with inappropriate triggers for delivery Lack of Business premises; no leisure facilities; in sufficient public transport No town centre Lack of dates within the new plan which sets out when amenities will be provided - ideas seem good but not backed by robust delivery In addition: Contravene Stgy 8 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice	3, 6,	Ye s	Ye s			

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										guide. Green wedge development and the playing pitches should be switched.							
105	105 - Individual									Extremely concerned at the proposed extension of Cranbrook beyond the former garden centre site at Ingrams Infrastructure for Cranbrook is inadequate and these issues including parking should be addressed before expansion London Road would struggle to cope with in increased volume of traffic GP surgery and schools are already struggling and would be made worse by the proposal Already and permanent Gypsy and Traveller site in Whimble and the proposed site impinges on the green wedge Risks Whimble being swallowed up by an expanded Cranbrook ad long the village character and hedgerows and wildlife that is associated with it Closure of Cobdens Lane makes no sense	4, 6,	Ye s	Ye s				
106	106 - Individual									Loss of sprawling farmland is diminished together with associated wildlife and diversity Risk of flooding increasing as a result of the scale of development Loss of archaeology Increase in traffic in small rural lanes around the village Cranbrook train station risks reducing services at Whimble and associated house price premiums GP surgery provision is already overstretched and would be made worse by development	4, 6,						
107	107 - Individual									Lack of infrastructure which includes pressures on healthcare services Road network on the old A30 leading to the M5 and Exeter is at a standstill with the risk of increased air pollution	2, 3, 4, 5, 6,	Ye s					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Gypsy and Travellers site is poorly located away from amenities Area is a known flood plain						
108	108 - Individual									Development break previous promises by extending into the Parish of Whimple and extending to the south of the London Road Whimple already has a traveller site and the one proposed is poorly located for town amenities loss of habitats and impact on wildlife Road access is inadequate for the 1000s of additional cars Health response in the area has deteriorated as demand exceeds supply	2, 3, 4, 5, 6,	Yes				
109	109 - Individual									Infrastructure in the areas is not suitable for the additional development Roads around the local villages and hamlets are too narrow to accommodate extra traffic Development appears to be engulfing Rockbeare Whimple train service must not be reduced and the village school must not be closed Development is permitted must include truly affordable housing	4, 5, 6,					
110	110 - Individual									Local Business that is keen to support Cranbrook and the new Eastern extension There are positive aspects to the development including the use of Cranbrook employment opportunities and the reciprocal opportunities of the town residents using Whimple facilities Better to embrace and negotiate benefits for all	4, 5,					
111	111 - Individual									Support development of an eco town but object to the following points: Cobdens Lane can become flooded and is not therefore appropriate for new development Too narrow to accommodate additional traffic Gypsy and Traveller site crosses into Whimple Parish and	4, 6,					

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										would e better located closer to the towns amenities Countryside around Whimple will be engulfed by development and the village lost Fear that the development will result in the loss of the train service at Whimple Whimple Primary School should not be obliged to accommodate the extra children Development would place extra pressure on existing and stretched GP services						
112	112 - Individual									Plans results in the reduction of the size of the Green Belt contrary to previous promises Adding additional housing will make many things worse including traffic in the village and on the London Road Increased risk of flooding (including in Cobdens Lane) Additional school and railway station will have a huge impact on village amenities (possibly reducing services and risking school closure) Increase impact on GP waiting times Significant loss of beautiful countryside	4, 10,					
113	113 - Individual									Risk of flooding on the London Road, Cobdens Lane and the village of Whimple Development would result in the loss of large areas of landscape and hedgerow Concern about how the historic Roma Road will be preserved Insufficient infrastructure to cope with expansion (GP, Schools hospitals dentists, traffic and waste collection) Risk of increased pollution Gypsy and Traveller site should be located closer to the town centre and services provided	4, 6,	Ye s				
114	114 - Individual									Proposed development will severely impact on way of life Gypsy and Traveller Site is located within Whimple Parish and a location further into Cranbrook would be better Increased risk of flooding within eth Cobdens area	4, 6, 10,					

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										Local schools and GP surgery already at capacity with increased pressure (on services generally) if development is permitted Closure of Cobdens Lane would close off part of the village Second station at Cranbrook is likely to reduce the service at Whimble Archaeological significance including Roman Rod must be retained 600 acres of countryside would be lost Too close the Parish boundary						
115	115 - Individual									Expansion of the town encroaches on Whimble contrary to previous reassurances Development would increase traffic on the London Road and junctions including lanes accessing Whimble Increased pressure on existing services such as schools medical and dental Serious concern about loss of countryside, hedgerows, habitats and rural setting Concern about flooding	4, 6,					
116	116 - Individual									Worried about impact of the development on Whimble Primary School which might need to close Love wildlife and do not agree with the loss of 600 acres of countryside	4,					
117	117 - Individual									Grave concerns about the impact on Local GP services and the RD&E hospital Future of Whimble School might be threatened by new School in Cobdens area Increased traffic, air noise and light pollution Loss of wildlife and habitat which will never be recovered Gypsy and Traveller site crosses into Whimble Parish and is too remote from towns 'facilities Second railway station could reduce service at Whimble Risk of increased flooding Housing at Cranbrook is dense, of poor quality and lacks	4, 6, 10,	Yes				

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										infrastructure and green space all of which put pressure on mental health						
118	118 - Individual									Cobdens Lane is currently used by all and as a temporary diversion when Church Road is closed. It should not be closed Gypsy and Traveller site is within Whimble Parish and within the green belt Hospital are already struggling within increased demand which will be exacerbated Cranbrook is sufficiently developed and should infiltrate towards the village of Whimble further	4, 6,	Yes	Yes			
119	119 - Individual									Loss of valuable countryside and wildlife habitat as result of Cranbrook extension towards Whimble More pressure on services and infrastructure would be intolerable Increase in pollution from traffic (noise and traffic pollution) Local areas has already absorbed a huge amount of housing development	4, 6,					
120	120 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice	3,	Yes	Yes			

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										guide. Green wedge development and the playing pitches should be switched.						
121	121 - Individual									4000 new housing the area of Cranbrook will destroy the natural beauty of the area and make worse the existing urban sprawl Cobdens Lane is an important local route into Whimble and used by all including agricultural machinery - closure would put intolerable pressure on Church Road Gypsy and Traveller site is within Whimble Parish and is not needed - if required located elsewhere within the Town Second station risks closure of Whimble station with resulting increase in carbon footprint	4, 6,	Yes	Yes			
122	122 - Individual									Development does not comply with Chapters 1,2,3 and 6. "HM Government- A Green Future: Our 25 year plan to improve the environment" Devon is one of the last strongholds of the hazel dormouse and development will destroy valuable habitat development will impact on wildlife including bat populations	4, 27,					
123	123 - Individual									Objection to the expansion of Cranbrook towards Whimble Too much traffic and dangerous road conditions with risk of accident Increasing number of visitors to Whimble including groups of cyclists and motorcyclists on narrow lanes used by horse riders Local air quality has already deteriorated and will get worse Increase in light pollution Risk flooding which already occurs on all local roads getting worse Second railway station risks losing the village station	4, 10,					

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124	124 - Individual									Increase in impermeable areas will risk an increase in flooding including at the site where the gypsy and traveller site is proposed Increase in traffic with associated risk of collision with adjacent property Existing permanent gypsy and traveller site in Whimble Parish which cannot sustain two sites Community and mental health services locally cannot cope with further increases in health demands Insufficient infrastructure in respect of schools shops and healthcare loss of more wildlife habitats and archaeological remains	4, 6,	Yes				
125	125 - Individual									Proposed development will swamp the village of Whimble with all the benefits that the village brings Need provision for new schools medical centres and the huge increase in traffic Whimble already has an existing gypsy and traveller site	4,	Yes				
126	126 - Individual									Objection to the proposed expansion of Cranbrook towards Whimble Proposals are at odds to the original plans for the town and promised green space between the town and village Scale of development (including Gypsy and traveller pitches) is out of proportion to the area Proposals likely to place a massive burden on all infrastructure	4,					
127	127 - Individual									Sad to lose countryside that surrounds the village of Whimble with loss of habitats and hedgerows Increased population will increase pressure on GP waiting times; hospital services and dental practices Increase in traffic and pollution (light and noise)	4, 6,					
128	128 - Individual									Objection to the expansion of Cranbrook into the Cobdens and Grange area Proposals extend into Whimble Parish contrary to guidance on coalescence and closes Cobdens Lane	3, 4, 6,	Yes	Yes			

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Rep No	Respon- dent Details	Agent if used	Para	Policy	Policies Map	Legally Compliant	Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examin- ation?	General summary of comments	Policies that the general comments are seen as likely to relate to:	Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments	
										Urban sprawl results in impacts on landscape and wildlife increase in pollution in form of waste, air and light Local infrastructure of surrounding villages will not cope with increased demand Developers should not be allowed to build homes in advance of the infrastructure e.g. lack of town centre f existing development Burying of Over head cables will be a key driver to the commencement of house building ahead of infrastructure recognising the cost for undergrounding Area is subject to regular flooding which will be exacerbated by proposals Location of Gypsy and Traveller site noting the presence of a site already within the Parish							
129	129 - Individual									Concern about the risk of closure of Whimble Primary School Insufficient infrastructure locally to cope with extra demands - e.g. GP provision, hospitals and dental surgeries Potential closure of Whimble station Increase in traffic - particularly along London Road and through the Hand and Pen Junction Local lanes could not cope with increase in traffic - made worse the closure of Cobdens Lane Loss of countryside hedges wildlife Increase risk of flooding In crease in Light and noise pollution, waste, sewage Gypsy and Traveller site is within Whimble Parish and poorly located for residents to use local facilities	4, 6,	Yes					
130	130 - Individual									Loss of services to Whimble Loss of Doctors facilities and ease with which to see your GP Loss of agricultural and rural green land	4, 6, 10,						
131	131 - Individual									Land to the east of Cobdens Lane is included contrary to previous reassurances and erodes the green wedge	4, 6, 15,		Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Closure of Cobdens Lane reduces access to the village of Whimble placing increased pressure on Church Road Flood risk increase as a result of development Risk that Whimble Primary school will be overwhelmed or closed as a result of the development Loss of countryside and where proposed SANGS should be protected Increased traffic affecting London Road and the junctions at daisymount and Hand and Pen						
132	132 - Individual				Treasb eare and Grang e expan sion areas					No land should be included south of the London Road in accordance with previous promises Relocation of development in the Grange is a sop to the Rockbeare Neighbourhood plan Loss of wildlife SANGS are provided in areas which are already green spaces but will wildlife corridors interrupted by cycle paths	3, 5,					
133	133 - C2C Planning Consultants	C2C Planning Consultan ts	Page 13 obj 30 & 31 Para's 3.6 3.9 3.10 3.14	CB2 CB16	Fig 8		No Yes in resp ect of 3.6		No X in respect of Fig 8 (CB16)	Page 13 Objectives 30 and 31 Table does not include the flexibility to allow the delivery of additional housing . Commentary should recognise that "Socially beneficial purposes can include housing."	2, 3, 16,					
134	134 - Ms T Sullivan			Gypsy and Travell er Pitche s	Treasb eare	No	NO	NO	No	Provision of gypsy and traveller pitches on green field sites does not comply with government planning reg (Policy E Section 5) Ecological impacts of development of a green field site in particular harming protected species pf bat Development of this field will result in visual harm from Rockbeare and views from the London Road	3,	Ye s	Ye s			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Contrary to the Rockbeare Green wedge and neighbourhood plan New site within the plan process and alternative should be considered Unfair burden of pitches being located within Broadclyst Lack of town centre with facilities to support community						
135	135 - Tetlow King Planning on behalf of South West HA Planning Consortium	Tetlow King Planning		CB11 and CB12		Yes	No	Yes	No	Plan needs to reflect the updated 2019 NPPF	11, 12,					
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	X	It is essential that important infrastructure is provided in Cranbrook - particularly noting the significant challenges that the Authority faces in supporting residents of the town currently Support for S106 rather than CIL funding for the town Concern about the priority definitions in the Cranbrook IDP - particularly noting that the priority over delivery should take precedence over the timescales for delivery Health and Well being threat within the plan is strongly supported DCC would welcome a stronger restriction on the units of A5 takeaways in neighbourhood centres Supportive of sustainable transport but need to ensure that infrastructure is delivered Broadly supportive of approach to education but phasing and delivery will be critical Allocation of sites for Gypsies and travellers is essential and a town the size of Cranbrook could support a greater	1, 2, 3, 4, 5, 6, 7, 9, 19, 20, 21, 22, 25,	Yes		Yes	Yes	

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										number of pitches than is proposed Objective 15 - the plan does not support sustainable waste management - suggesting wording proposed and additional justification given						
138	138 - Individual									Original concept for the town was for a compact urban form with walkable neighbourhoods Current proposal encroach onto long established communities such as Rockbeare, and Whimble Development will place additional pressure on services and facilities within these communities Development risks jeopardising the viability of Whimble Primary School Lack of new medical facilities within the proposals Increase on waste disposal and other services Gypsy and Travellers site at Cobdens crosses into Whimble Parish	3, 4, 5, 6,	Yes				
139	139 - Individual									If more houses are need they should be located north of the Railway line Landscape and wildlife harm would result including loss of important agricultural land and archaeological evidence along the old A30 Cranbrook's shape means that people are a long way from the centre and services/facilities that are provided The town results in significant light pollution that would be made worse Cranny Brook already floods and this situation would be made worse Significant increase in traffic on London road making the hand and pen junction more dangerous Closure of Cobdens Lane will limit safe alternative accesses to the village Development close to the village will increase traffic on	4, 6, 10,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										local rural roads Second railway station at Cranbrook could result in closure of the village station Gypsy and Traveller site within Whimble Parish and too remote from services in the town development would negatively impact on healthcare facilities and risk closure of Whimble Primary School						
140	140 - Individual									In appropriate to restrict access to London Road from Cobdens Lane - routing of agricultural and farm machinery through a development area would lead to pollution access and safety concerns Risk of turning Cobdens Lane into a rat run which harm the walking and cycling potential and amenity use by families Development across Cobdens Lane would threaten the Green Wedge and settlement coalescence Whimble Parish already has a permanent gypsy and traveller site less than 2 miles away from that proposed Existing town demonstrates poor quality housing at too high a density and with poor living standards Woeful lack of infrastructure for the existing town and at odds with the HNS Healthy New Town aims Whole development places greater pressure on road network including junction 29 A proper rail loop is fundamental to the viability of the Town and surrounding area Unclear where demand for the development is coming from	4, 6,					
141	141 - Home Builders Federation	Home Builders Federation					No		X	No specific comments on the merits or otherwise of the expansion areas identified	11, 12, 13, 17,			Yes		
142	142 - Individual									Appraisal of the Plan with guiding principles based on Ebenezer Howard	6, 7, 9, 10, 15, 16, 17,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Cranbrook is a new town using the model of being Privately financed with the need for profits for developers high quality design standards have not been adhered to contrary to initial vision and in sharp contrast to other new towns across the country one facility planned for a residential and nursing homes - There are also no bungalows, retirement homes, and extra-care housing new-build homes are the smallest in Western Europe and many are too small for family life, according to a 2011 report by the Royal Institute of British Architects (RIBA) there is excessive congestion especially during peak periods - insufficient parking spaces in residential streets there is no clear plan to what development / estates are to be built next Grange' area is a step too far, planned to be built on good agricultural land and of outstanding visual appearance and an important area protecting significant overlooking issues in dense urban areas with loss of privacy, which has a social impact Lack of separation of road and residential areas Lack of use of vernacular architectural styles important to maintain as much of the hedges along the London Road, this to some extent provides a valuable screening of new estates being developed Greater frequency of public transport and more trains and more buses There needs to be space allocated to duelling the rail line in parts of the Cranbrook Area, which is a must to achieve two trains each way Cycle ways should be distant paths, free from motorised traffic, stretching across the Town to stations, town centre, neighbourhood centre and employment zones, schools and with links to Exeter / Honiton and beyond	19, 20, 21, 22, 23, 25, 29,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Provision should be made for all houses/flats completions to have the capability for re-charging electric / hybrid vehicles with the high birth rate there not only needs to be adequate primary schools but also secondary schools 11 – 18 years are group. This is not evident from the Masterplan suggestions provide for an ideal town centre Neighbourhood centre should be situated on one side of the road and not straddling across Lack of sports infrastructure disappointing that land adjacent to Tillhouse Farms was built on rather than provided as a Car Park for potential users of a community facility, which was planned to have small start-up business use Lack of detail given in the plan for how the Gypsy and traveller pitches will be delivered/laid out Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other SANGS should be used a buffer between villages and never be built on No need to underground the lines noting the spread of the town and extent of land coverage						
144	144 - Boyer Planning	Boyer Planning								Identification and allocation of land Treasbeare is welcomed but notes comments under individual policies	1, 2, 3, 4, 5, 7, 8, 11, 12, 14, 15, 16, 20,	Yes		Yes	Yes	Yes
145	145 - Bell Cornwell LLP on behalf of	Bell Cornwell LLP		CB4, CB6, CB7, CB11,	CB4	Yes	No	Yes *but note that the LPA have	X	Farlands site is a self-contained site capable of being developed independently and ahead of other sites in the Cobdens area	4, 6, 7, 11, 12, 15, 17, 20, 21, 23,			Yes		

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	Cranbrook LVA LLP			CB12, CB15, CB17, CB20, CB21, CB23				not made Three Dragons toolkit available								
146	146 - Individual									Closure of Cobdens Lane will result in unsuitable traffic having to pass through the development; risk of rat running and place extra burden on village lanes. All with risk of increase in pollution, access difficulties and reduction safety for all users of lanes Green wedge between Cranbrook is under threat resulting in coalescence Gypsy and Traveller site is within Whimple Parish which already has such a facility. Concern as to how the site will be managed particularly as it locate away from the main services and facilities that the town can offer Existing town is far short of the original aspirations for it, lacking many facilities and services with no plans to achieve them Lack of adequate living space seems at odd with the ambitions for an NHS Healthy New Town Significant pressures on road network including junction 29 will be increased Lack of requirements for improvement of services and facilities including emergency services and health related provision. Rail loop is essential Landscape wildlife and amenities of residents are being sacrificed	4, 6, 10,	Ye s	Ye s			
147	147 - McMurdo Land	McMurdo Land Planning								Support for the allocation and the requirement for a mixed use development Support for the policy wording which enables the	1, 5, 6, 7, 11, 12, 13,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
	Planning Development on behalf of Stuart Partners Ltd	Development								facilitation of a comprehensive movement network supports the relevant policy wording which states that an equalisation of costs (as far as possible) needs to be achieved across the parcels supports the proposed zero CIL rate and 15% affordable housing requirements Does not agree with the conclusion that the natural steep drop in ground levels to the south of The Grange Expansion Area acts as a natural boundary to development	15, 18, 25, 26,					
148	148 - Individual									expansion towards the east provides little transport infrastructure Proposals contravene Section 9 of the NPPF based on an unacceptable impact on highway safety Eastward expansion presents a significant challenge for cycling due to the distance to Exeter. Increase in car ownership/use will result Traffic in the village of Whimble will increase and risks damaging the character of the village - especially noting its historic and listed features - Contrary to Nappy Section 16 Development down stream risks making the potential of flooding worse - Contrary to NPPF 14 Removal of fields (600 acres) and trees will increase speed of runoff Gypsy and Traveller site is within Whimble Parish which already provides such a facility and is a long ways from the towns facilities Closure of Cobdens Lane will result in farm machinery having to pass through an urban environment and risks conflict Development risks either overcrowding Whimble School or its closure Increase in pollution (light; noise; air; household; sewage) all contrary to Nppf 15 Impossible to accord with Section 15 .170 which requires	5,	Yes	Yes			

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										the contribution to and enhancement of the natural environment						
149	149 - Individual									Extension of cranbrook to the east contravenes previous plans and promised retention of green space between Whimble Development threatens the social way of life within the village which will be within walking distance Increased pressure on local facilities including school and Doctors Second station risks reducing the rail services at Whimble Existing town does not have adequate facilities to support the existing or proposed population Increase in traffic and pollution If more homes are required they should be built closer to existing towns There is a need for more bungalows to free up young family housing Gypsy and Traveller pitches are within the green space around Whimble and distant from schools and without a safe walk to get to them		Yes				
150	150 - Individual									Objection to the plan which encroaches on the Whimble Boundary and will affect character and community of the village Increased congestion on local roads will make them unsafe Loss of natural countryside, habitat and wildlife Local School will be affected and therefore will be a reduction in train service in the village Increase in pollution	4,					
151	151 - Individual									Concerned about encroachment of Cranbrook into beautiful and peaceful Parish Environmental issues will result including pollution and loss of nature Concerns about the location of the gypsy and traveller site Cranbrook should be extended in other directions	4,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
152	152 - Individual									plans fails to recognise the sense of community within Broadclyst Station and identity of the area Traffic has already increased and this will be made worse by the expansion Poor links to the few amenities that the town currently has and additional footpaths and cycles paths would be of benefit	2, 3, 8,					
153	153 - Individual									Worry that one day the village school in Whimble may need to close Risk of increased air pollution affecting family's health Loss of wildlife and habitats - sad to make animals and birds homeless Increase in local traffic around village making walking cycling and driving scary and more dangerous Insufficient shops, open spaces and gardens for children in the town to play in and this can make people poorly	4,					
154	154 - Individual									Area included within the east of the plan would result in ceding land that is in Whimble Parish to Cranbrook Lane must remain open as an alternative to Church Road - acts as route for emergency vehicles accessing Whimble as well as far traffic Gypsy and Traveller site will lead to increased traffic Claim to be Carbon neutral is false Insufficient resources in all local medical facilities to cope with increase pressured resulting from development Development will result in increased traffic making journeys into Exeter and the hospital more difficult Increase in light pollution Whimble Primary school is a good local school and any increase in pupils risk increasing traffic in the village Flooding already along the River Clyst and its tributaries Loss of functioning agricultural land New towns will increase risk of future water shortages with underground sources not being replenished	4, 13,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
155	155 - Individual									Risk of influx of new pupils to Whimble Primary School initially before its future is subsequently threatened Increase in traffic and pollution (Air, light and noise) Loss of wildlife and habitats that will never be recovered Gypsy and Traveller site crosses into Whimble Parish and is remote from adequate facilities Second Railway station could threaten the future of Whimble station Flooding and associated risk is likely to increase Increase in traffic affecting key local junctions at Hand and Pen and Daisy mount Insufficient shops, open spaces and gardens frisks physical and mental health problems for residents	4, 10,	Yes				
156	156 - Broadclyst Station Residents									Layout and road widths of existing town insufficient Lack of community facilities for existing housing even ahead of more being planned Need to consider the natural environment around Broadclyst Station Existing flooding already occurs within the vicinity of road opposite Cyst Avenue and this is like to get worse Proposed road improvements to alleviate problems on Station road is unclear	2,					
157	157 - Individual					No	No			Contravene Stgy 8 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included).	3,	Yes	Yes			

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										Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.							
158	158 - Individual									Loss of part of the green wedge breaks previous EDDC commitment and risks Whimple being swallowed Resultant loss of wildlife and biodiversity, with resultant landscape impact Cobdens Lane should be kept open as it forms an important function for farm traffic and walkers and horse riders as well as being an alternative route to Church Lane Whimple already has a Gypsy and Traveller site and with one identified in Treasbeare a further site is not needed Cranbrook has been overdeveloped Whimple lost out on its train service when Cranbrook station opened and this could be made worse by a further station Due to lack of suitable public transport and without rail loop, development will result in more traffic heading into Exeter Lack of facilities for the town	4, 6, 10,	Yes					
159	159 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an	3,	Yes	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
160	160 - Individual									Fields around Cobdens Lane suffer from flooding and the development risks making this worse Increase in traffic locally is likely to lead to more accidents Cobdens Lane should remain open Quality of life for village residents and the character of the village is likely to significantly change Cranbrook is already short of services and the expansion is likely to place a strain on village services Greenfield land should be used for exceptional quality housing - this has so far failed Development erodes the strength and size of the green wedge around the village Gypsy and Traveller site is poorly located and in full view; is within Whimble: and is divorced from adequate services/facilities	4,	Yes				
161	161 - Individual									Whimble has a history of serious flooding and Cobdens Lane can become impassable - flooding will be made worse by the development A green gap between Whimble and Cranbrook is important for clean air and wildlife, and for protecting the Should seek to use brownfield land Impact of noise and light pollution already presents an incursion into village life Local roads would be unable to cope within increased traffic as they are already struggling with difficulties for cyclists Lack of rail passing loop is a serious shortcoming limiting public transport options	4, 6,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Roads are poorly maintained Existing services are stretched and more housing will increase difficulty in obtaining a medical appointment Power and sewerage systems will be unable to cope within increase in the size of the community Gypsy and Travellers should not be accommodated on a site which is remote from services and which is within Whimble Parish which already has a site Loss of archaeological evidence if development proceeds Consultation lacked information in plain English and was on too short a timescale						
162	162 - Individual									Encroachment east of Cobdens Lane is against previous assurance of the Council The lane must not be shut Local area is prone to flooding and development can only make this situation worse Development near the village will increase strain on all village services Use of green fields is an unnecessary sacrifice of visual and environmental attributes Gypsy and Traveller site is unjustified, is within Whimble, too prominent and remote from adequate services Development will detract from Whimble rural qualities with increased pollution	4,	Yes				
163	163 - Individual									Objection to the closure of Cobdens Lane and potential increase in traffic on rural lanes around Whimble and on the London Road Increase in flood risk Loss of hedgerows, habitat and countryside Detrimental impact on Whimble village including services, identity and character Expansion across the Parish Boundary into Whimble Parish	4,					
164	164 - Individual									Whimble represents the perfect English village Housing of Cranbrook is poor quality and the development	4,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										is out of character with local areas Expansion beyond Cobdens Lane breaks previous promises, contravenes the green wedge and would require land to be compulsorily purchased Gypsy and Traveller pitch is within Whimple Parish which al ready has such a site and is too remote from necessary services and facilities that the town should be able to offer Failure to comply with s 4(k) of the Planning Policy for Traveller sites contradicts the Planning Act 2004 and Styg 8 of the Local Plan Risk of High Court Action against the proposal Brownfield sites are available and should be used ahead of greenfield land						
165	165 - Individual					No	No			Contravene Styg 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
166	166 - Individual									Suitable green belt should be put in place to protect Whimple Flooding already restricts access at times to Whimple	4, 6,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										village and therefore Cobdens Lane should not be closed Gypsy and Traveller site should be located to the SW of Cranbrook giving better access to M5 and Exeter Narrow roads around Whimble are not suitable for increased traffic Risk of a reduction in already poor rail service at Whimble contrary to the aims of a Devon Metro Local medical centres already under pressure and this will be made worse						
167	167 - Individual									encroachment of development towards Whimble and loss of countryside Development will spoil the character of the village with a risk of an increased crime rate Flooding on the old A30 (London Road) now regularly occurs as a result of the development Increase in traffic making local road junctions dangerous Increased strain on local healthcare/medical services	4, 6,	Yes				
168	168 - Individual									Lack of justification for an extra 4170 houses Unknown dangers of flooding Extra traffic and increase in air pollution Concern about the extra demand on GP services						
169	169 - Individual									Access to the London Road will be inadequate once the London Road is closed New school and health facilities should be built before housing Green corridor east of Cobdens Farms must be protected for the long term attempts to mitigate risk of flooding in Cranbrook will increase flood risk in Whimble	4, 6,					
170	170 - Individual									Plan for the enlarged cranbrook appears an huge sprawl of development Loss of countryside lack of evidence for associated jobs to support the new housing						

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Noise, congestion and pollution and a strain on infrastructure						
171	171 - Individual									development risks the identity of Whimple and could harm its character Threat to the surrounding countryside and local orchards as well as wildlife Expansion is set to close Cobdens Lane and isolate local residents Green wedge should be protected and the Gypsy and Traveller site located to the west of Cobdens Lane Increased traffic on London Road will make access difficult and increase air pollution Second station without a passing loop reducing rail frequency at Whimple Impact on local facilities including schools and health services	4, 6, 10,	Yes				
172	172 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
173	173 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
174	174 - Mr R Davies				15/00 47/M OUT	No	No	No	No	Loss of Green wedge at Cobdens Lane and neither Whimple nor Cranbrook benefit from coalescence Closure of Cobdens Lane Duty of cooperation is failed in respect of the green wedge issue	4,		Yes			
175	175 - Individual					No	No			Contravene Stgy 8 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
176	176 - Individual									Transport - London Road is already congested and in places dangerous and the proposals make this worse together with congestion within the towns roads Infrastructure - increased pressure on local facilities and services including health care Loss of countryside Additional gypsy and traveller sites are not required Development risks increasing flood risk	4, 5, 6,	Yes				
177	177 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
178	178 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
179	179 - Individual									Concern about the risk to Whimple Primary School within increased local child population and a large a catchment if the school is delivered after development including the gypsy and traveller pitches Closure of Cobdens Lane will leave the village without suitable access and the risk of increased traffic having to use Church Road	4, 6,					
180	180 - Individual									Gypsy and Traveller site encroaches into Whimple Parish and is not a practical site being better located nearer the towns facilities Development would put additional pressure on school and health services which are already at capacity Development takes place on a flood plain and risk increasing threat of flooding to the village and surrounding roads Loss of 600 acres of countryside with arm to wildlife Increase in pollution (noise, air, light and sewerage)		Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
181	181 - Individual									Increase in pollution (noise, air, light and sewerage) Increased traffic on London Road which is already busy Closure of Cobdens Lane will create access difficulty for the village and road safety issue in getting to school Second Station at Cranbrook will risk the closure of the station in Whimble Increased pressure on services and facilities with the risk of Whimble School closing in the future West side Whimble and old A30 already suffer from flooding which will be made worse Loss of countryside and harm to associated wildlife Existing Gypsy and Traveller site already in the Parish - new facilities would be better located in "old" Cranbrook	4, 6, 10,	Yes				
182	182 - Individual									Cranbrook has already resulted in the loss of productive farmland and the proposals will result in more permanent loss Loss of habitats and wildlife haring ecosystems A closure of Cobden Lane will result in overuse by traffic into Whimble square, and a loss of a safe cycling route to the London Rd local GP surgeries and other health services are under pressure and will be further stretched	4, 5,					
183	183 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an	3,	Yes	Yes			

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Rep No	Respon- dent Details	Agent if used	Para	Policy	Policies Map	Legally Compliant	Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examin- ation?	General summary of comments	Policies that the general comments are seen as likely to relate to:	Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
184	184 -	Persimmon Homes South West	IDP	see policy section					X	Short period of time for nature of the consultation Viability study is based upon assumptions which are not well evidenced and the Residual valuation work undertaken should be disclosed Each expansion area should be able to in charge of its own destiny as much as possible; over reliance on other parties/areas in a development of this scale is unrealistic (para 3.52) e.g. early delivery of a school Danger of controls that the DPD put in place being too cumbersome across a range of policies and the requirements for amongst other things - a comprehensive development scheme; phasing strategy marketing and pricing strategy (customer and Self build); SANGS delivery; Design code; Travel Plan LBDS; and Carbon Reduction Plan - Remove requirement for CDS from Policies CB2- CB5 PHSW requests clarification whether Masterplan is to be used for development management purposes, rather than adopted formally as a DPD/SPD	2, 3, 4, 5, 6, 7, 12, 13, 15, 17, 18, 20, 21,	Yes		Yes		
185	185 - Individual									Local lanes and roads are inappropriate to accommodate additional traffic - all road users including cyclists and pedestrians will be put at risk Risk of increased conflict at junctions incl Hand and Pen Increase in Pollution (air noise and light) Loss of further farmland and associated wildlife and habitat	4, 6, 10,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Reduced rail service at Whimple if second station is permitted Increased flood risk as a result of the development increase in population will put a strain on the current services that are already at capacity There is already a gypsy and Traveller site in Whimple and current site is remote from adequate services and facilities						
186	186 - Individual									Appalled at the potential loss of wildlife hedgerows and habitats with harm to the ecosystems Increase in pollution from development (including light) Local roads are not suitable for increase in traffic and a second railway station could lead to closure of Whimple station Impact on services including village school and medical facilities	4, 10,					
187	187 - Individual									Previous Council advice about the extent of expansion now being ignored Quality of design of Cranbrook is far from excellent lacking identity and key services Concern about the lack of progress on the rebuilding on Till house Whimple has historic buildings and doesn't need to be part of an extended Cranbrook Loss of farmland and wildlife that is support on it Site of Civil war skirmish that took place at Bodley Bridge would be lost to Gypsy and Traveller site Increased traffic from addition 1500 houses in Cobdens which is twice the size of Whimple Lack of retail business and jobs provision to support the additional housing Risk to Whimple station if second station is provided - more trains are needed Gypsy and Traveller sites are on the edge of the town and	4, 6, 10,	Yes				

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										poorly related for amenities. There is no logic to the closure of Cobdens Lane						
188	188 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
189	189 - Individual									Planned development infringes on Green Wedge between Cranbrook and Whimble contrary to previous assurances Flooding which has previously occurred in Whimble and on Cobdens Lane will be made worse Gypsy and Traveller site within the Green Wedge; Whimble already has such provision and location is contrary to guidance for site location being prominent and set away from services. Closure of Cobdens Lane will increase journey times/length out of the village and alternative route through Cranbrook is unsuitable	4,	Yes	Yes			
190	190 - Individual									Green wedge between Cranbrook and Whimble must be protected Development of this area increases risk of coalescence and	4, 6,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										is contrary to Stgy 8 of LP Location of Gypsy and Traveller Site is contrary to good practice being prominently located and fails to have regard for the Green wedge Closure of Cobdens Lane fails to recognise how the current lane is used by all and could increase traffic being diverted through the town Cranbrook is high density, developer lead and with few amenities/infrastructure Glaring contrast with Letchworth						
191	191 - Individual									Local lanes and roads are inappropriate to accommodate additional traffic - all road users including cyclists and pedestrians will be put at risk Risk of increased conflict at junctions incl Hand and Pen Increase in Pollution (air noise and light) Loss of further farmland and associated wildlife and habitat Reduced rail service at Whimple if second station is permitted Increased flood risk as a result of the development increase in population will put a strain on the current services that are already at capacity There is already a gypsy and Traveller site in Whimple and current site is remote from adequate services and facilities	4, 6, 10,	Yes				
192	192 - Individual									Area already suffers from flooding (London Road, Cobdens Lane and the village have all suffered and will be made worse Local road network struggles to cope with existing levels of development Gypsy and Traveller site is remote from local facilities that they need Huge expansion was not part of the original plans and will have impact on natural environment	4,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
193	193 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
194	194 - Rockbeare Parish Council									Rockbeare wishes to maintain its country identity completely separate from Cranbrook and other settlements and object to any development south of the London Road. Development at Treasbeare and Graneg will result in two isolated communities the Parish Council do not believe that there is a need to building on greenfield land along the old A30 corridor (Cobdens and Grange) when there are brownfield sites available. Proposals result in loss of habitats, hedgerows and beautiful countryside NB. Duplicate copies of PC submission were received	3, 4, 5,					
195	195 - Individual									Loss of countryside The risk of reduced service at Whimple railway station Increased pressure on local services including GP	4, 10,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Increased traffic within the village Development is proposed to be built on a floodplain						
196	196 - Individual									Encroachment of development into Whimple Parish contrary to previous promises Closure of Cobdens Lane would have significant impact of the centre of Rockbeare and would not be sustainable Lack of passing places on Cobdens Lane to allow it to function if the nature and volume of the traffic increases Unacceptable to remove ancient hedges to create passing places Increase risk of flooding which already occurs along Cobdens Lane Existing service would be unable to cope within increase in local population increase in light pollution would result in the loss of dark skies over the village Existing level of rail services at Whimple should be retained	4, 6, 10,	Yes				
197	197 - Individual									Comments apply to Cobdens areas and the whole plan Important that Whimple retains its quiet rural appeal - expansion risks engulfing the village Risk of additional pressure being placed upon Whimple Primary school, particularly noting right to choose their school but also long risk of closure Road layout of the B3174 is not designed for significant increase in traffic with risk of accidents Limited benefit of extending cycles to Cobdens as it too far to commute from Local road network is too narrow with insufficient passing places to the number and variety of users Lack of facilities for the current development which will be exacerbated by the additional housing proposed. Need to address infrastructure before more housing Treatment of waste sewage needs to be considered	4, 6,	Yes				

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										Increase in pollution (air and light) Flood risk is likely to increase with development and loss of hedgerows etc Gypsy and Traveller site is in an unsuitable location with residents having poor access to necessary facilities						
198	198 - Individual									Poor transport links with the risk of rat runs to Broadclyst being used Lack of infrastructure - Health care and school are already overstretched area is already prone to flooding Concern about the capacity in the local sewage treatment works Increase in pollution (noise and light) as well as waste Potential harm to local wildlife	2, 4, 6,					
199	199 - Individual									Road infrastructure in the local area is inadequate with single track roads unable to cope with increase in traffic - associated risk to the safety of all users Junctions at Daisymount and Hand Pen not design to cope with volume of traffic increase Increasing risk of unemployment due to slow delivery of jobs at Skypark and in Cranbrook town centre - sustainable commuting to main local employers from the town is difficult. Cycle network and quality of paths is poor Limited mix of age profiles within the town and therefore not a balanced community Loss of heritage through development of land along the old London Road Loss of wildlife hedgerows and habitats Insufficient shops for the expansion areas - and location of employment into the Cobdens areas will harm delivery of Skypark Delivery of a large primary school will risk survival of Whimple Primary School which is a traditional village	4, 6,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										school Inadequate healthcare provision for existing town will be exacerbated (together with pressures on surrounding services) Additional train station risks diluting service provision at Whimble Cobdens development risks increasing flooding locally and particularly up stream to Whimble Development would lead to increase sewage waste and risk of pollution (air, water quality, Gypsy and Traveller provision is unjustified, is placed within a green wedge and is poorly located for services/facilities Cobden Lane closure risks reducing access to the village and increasing conflict between users of the road and local residents both in Whimble and Cranbrook						
200	200 - Individual									Loss of Green wedge due to the proposed expansion risks undermining the identity of the village Closure of Cobdens Lane would make access for existing businesses and property difficult and increase risk of conflict between users of the road and local residents Cobdens Lane should remain as green parkland to define the boundary Development risks increasing flood risk potential Gypsy and Traveller site is poorly located with limited access to necessary shops and services	4, 6,	Yes	Yes			
201	201 - Individual			CB3 and CB5						Proposed development is south of the London Road and therefore in conflict with the Neighbourhood Plan Cranbrook Risk becoming an urban suburb of Exeter Access at Parsons Lane is the entrance to attractive rural lane and the village of Whimble Local Road network will not cope with increase in traffic London Road will split Cranbrook into two areas	3, 5,		Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
202	202 - Individual									Further loss of 600 acres of farmland to be lost in addition to that which has already been built on Flooding problems have already increased and this is set to get worse as a result of the proposed development Access to Exeter is horrendous and there are no entry roads into the City Adverse impacts on the local health care facilities Whimple already has a gypsy and traveller site within the Parish	4, 6,	Yes				
203	203 - Individual									Plans disregard previous promises encroaching into neighbouring Parishes Closure of Cobdens Lane would put more pressure on the other limited routes to Whimple including through Cranbrook itself HGV transport firm uses Cobdens Lane and therefore the routing of large vehicles through a residential area will risk conflict Inadequate local services which will not cope with proposed development Failure to deliver a new GP surgery in Newton Poppleford demonstrates difficulties that the health service is under without addition to the burden	3, 4, 5, 6,					
204	204 - Individual									Closure of Cobdens Lane will result in more traffic passing through the centre of the village - resulting in greater risk for cyclists and families using the network of rural lanes Old A30 and junctions at Hand and Pen/Daisymount are not capable of accommodating extra traffic safely Second station at Cranbrook risks reducing service provision at Whimple Increase risk of flooding Gypsy and Traveller pitches are poorly located away from adequate services and facilities 600 acres of countryside would be lost as result of	4, 10,	Yes				

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										development with associated harm to hedgerows and wildlife habitat						
205	205 - Individual									As greenfield site development will have serious impact on wildlife and natural landscape (brownfield sites would be better) Increased risk of flooding Current road infrastructure including rural lanes around Whimble are not sufficient to cope within increased demand and there would be additional pollution car journeys. Walking and cycling locally becomes more dangerous Promises on a town centre have yet to materialise Fearful of additional pressures n Whimble Primary School and the risk of future closure Additional station could reduce services at Whimble risking an increase in local car journeys	4, 10,					
206	206 - Gladman Developments Ltd	Gladman Developments Ltd								From experience it is noted that few many Local Authorities are not fully addressing the requirements of the NPPF when preparing Local Plans It is important that the Cranbrook DPD provides flexibility to ensure that the policies contained in the DPD are not overridden upon the adoption of any future Local Plan support for the increase in the overall target from 7,500 homes to 7,750 cf to the Local Plan Suggests amendments to the Vision and Objectives to reflect the Local Plan strategic policy to assist in the delivery of the district wide housing requirement as intended Plan proposes an unrealistic rate of delivery based on past experience at the town						

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Consideration should be given to realistic delivery targets and the need for effective monitoring						
207	207 - Individual									Planned expansion will have a negative impact on Whimple and surrounding area Increased pressure on local services including health Concerned about impact on Whimple Primary school and risk of closure Risk of flooding increasing particularly along Cobdens Lane and London Road as well as within the village itself Increasing traffic on lanes around the Town with risk of conflict with other road users (walkers, cyclists horse riders) Additional noise and air pollution Additional station might risk the service that Whimple currently benefits from Habitat and wildlife loss	4, 6, 10,					
208	208 - Individual									Significant access issues to Whimple and additional development is likely to make the junctions worse with increased vehicle movements - particularly during peak periods Expansion will place additional pressure on already stretched health and dental services Second station at Cranbrook might further reduce/risk closure of Whimple station Risk of increased crime along the A30 corridor as a result of the large town without adequate policing	4, 10,					
209	209 - Individual									Closure of Cobdens Lane will restrict access to London Road for local users and force more traffic along unsuitable lanes towards Whimple Development should not extend as far as Cobdens Lane as the resulting elongated shape will make access to the schools, services and facilities that the town can offer, poor Parts of Whimple already flood and this will be made worse with additional run off	4,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Proposals will result in the loss of habitats and hundreds of wild species (contrary to STGy 6 of Local Plan) Development along the London Road risks losing archaeological heritage Cranbrook has already failed to deliver on the promise of an eco town and expansion will make this worse Gypsy and Traveller site is within Whimble Parish , is not needed as there is already a site nearby; but if required should be better located nearer to necessary services and facilities in the town Traffic along London Road will increase and local lanes cant accommodate any increase. Users of the lanes will be less safe Travel times to the airport, hospital etc. will be adversely affected						
210	210 - Individual									Whimble is a friendly caring village there is little room to extend either the village primary school and the Gap surgery no permanent Police Officer allocated to Whimble and a level of policing that is already stretched by existing commitments	4, 6,		Yes			
211	211 - Individual									Objection to the encroachment of development into Whimble Parish Increase in traffic is already making movement on the local roads difficult Risk of flooding is likely to increase as a result of increased run off Development results in a loss of habitat and wildlife A second station at Cranbrook risks reducing the service at Whimble Light pollution is likely make it harder to see the stars in the village	4, 10,					
212	212 - Individual									Proposed development [at Cobdens] will have a negative impact on the village of Whimble	4, 6, 10,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Increased pressure on local services and facilities including the transport network Loss of habitat and wildlife and risks increasing the flood potential Development will add to the pressures of an already stretched healthcare service Second station and enlarged new primary school at Cranbrook may lead to the closure of Whimble station and Primary School Green space to the west of Whimble i being gradually lost to development Closure of Cobdens lane will particular impact on cyclists who use the route as an alternative to the London Road						
213	213 - Individual									Flooding already occurs around Cobdens Lane, London Road and the site of the proposed Gypsy and Traveller pitches (for there is already a permanent site already in the Parish. Cranbrook already lacks necessary amenities for a range of age groups Insufficient parking results in congestion Cramped living conditions may lead to anti social behaviour in the future Need for a multi purpose health care facility as well, as these services are already at capacity where provided Risk of significant increase in traffic locally while residents try to access these facilities elsewhere Huge loss of countryside with impact on wildlife and habitat Little consideration for renewable energy provision within the town which is a missed opportunity increase in pollution (traffic light and noise) Second railway station at Cranbrook risks reducing the service at Whimble	4, 6, 10, 13,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
214	214 - Individual									Whimble is an established village and surrounded by countryside - 600 acres of which would be lost to development Local health care services are struggling so wont be able to cope with increased demand When flood plains are built it will increase risk of flooding Increased strain on local infrastructure including local road network and junctions at Daisymount A further station at Cranbrook risks the station at Whimble Increase in pollution (noise and air) Gypsy and Traveller site will cross into Whimble Parish which already has a site	4, 6, 10,	Yes				
215	215 - Individual									Impact on infrastructure including healthcare facilities as a result of development as many facilities will not be built ahead of the houses Fear that Whimble Primary school may close Gypsy and Traveller site crosses into Whimble Parish which already has an established site - such encroachment is against the Local Plan Closure of Cobdens Lane will restrict access to London Road and impact n farm traffic Cranbrook must not extend beyond Cobdens Lane Lack of solar power generation being provided with existing phase of Cranbrook development	4, 6, 13,	Yes				
216	216 - Individual									Risk of increased flooding to London Road, Cobdens and Lane the village as a result of development being partly built on a flood plain Gypsy and Traveller site within Whimble Parish which already has such site. Currently the proposed site is too remote from necessary services Development extend from Sowton to Southbrook lane and is now proposed to extend to Cobdens Lane resulting in loss of more countryside and associated wildlife Closure of Cobdens Lane will force more traffic through	4, 6, 8,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										the village and increase danger to walkers and cyclists. increased likely hood of car use and decrease in service of the train at Whimple station Risk of Whimple school closure need to maintain the community of Whimple not risk losing Lack of infrastructure to support the additional housing eg. health care facilities Impact on pollution levels (air noise and light)						
217	217 - Individual						No			Consultation process including document length and frequency of publication has made it difficult to comment Uncertain why a large new settlement of ribbon form and on greenfield site is needed EIA required for the development Retention of green belt to prevent settlement coalescence is essential Layout and density of housing is not sustainable and does not make for an attractive town Increase in pollution (light) Access to /from Cobdens Lane must be retained Improvements in infrastructure required including the delivery of a passing loop; water storage/reservoir; rainwater runoff plans; wildlife corridors How will the undergrounding of overhead lines be paid for Gypsy and Traveller site is located within Whimple Parish which already has a similar site assessment or archaeological remains as the area is rich in Roman History	4,	Yes	Yes			
218	218 - Individual									Area is a flood plain and therefore development of this land is likely to increase risk of flooding on the London Road Local lanes are not appropriate to accommodate additional traffic that would be generated A second station at Cranbrook I is likely to reduce the	4, 6,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										service provision at Whimble station Risk of short term overcrowding and then subsequent closure of Whimble Primary school Healthcare/medical services are already stretched and wont be ale to cope with additional pressures Loss of countryside which is made of hedgerows orchards and stream lined fields will be lost Consideration needs to be given to Old Roman sites Gypsy and Traveller site appear to have been an afterthought and its location is poorly considered Plans lack sympathy for the character of the local area						
219	219 - Individual									Increased risk pf flooding as a result of hard landscaping Proposed gypsy and Traveller site is within a high risk area of flooding putting them at risk, when there is already a site within the Parish Few town amenities have yet been provided and together existing problems such as parking and access through the town, risk an increase in anti social behaviours Insufficient local infrastructure - particularly for healthcare facilities Loss of countryside and associated wildlife and habitat Little consideration given to renewable energy with Cranbrook which must be addressed Increase in pollution (waste, air light and noise) Second station risks reducing the service that Whimble receives Roads network around Whimble is in places narrow and with reduced access to the London Road would receive an increase in traffic	4, 6, 10, 13,					
220	220 - Individual									Development risks the identity of Whimble and could harm its character Threat to the surrounding countryside and local orchards as well as wildlife Expansion is set to close Cobdens Lane and isolate local	4, 6, 10,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										residents Green wedge should be protected and the Gypsy and Traveller site located to the west of Cobdens Lane Increased traffic on London Road will make access difficult and increase air pollution Second station without a passing loop reducing rail frequency at Whimble Impact on local facilities including schools and health services						
221	221 - Individual									Infrastructure - lack of community facilities for the town Too higher density and failure to deliver an attractive environmentally sustainable town within the First phase Services including road network would not cope with additional development lack of suitable local employment Increased risk of flooding Current plans impact on green wedge and threaten coalescence (contrary to Stgy 8 of LP and STGY15 of NPPF) Environmental and visual harm of development proposed along Cobdens Lane as part of the loss of 600 acres of countryside Gypsy and Traveller site breaches the Parish boundary which already hosts a site. Little justification for the need . Site is remote from local facilities in the town Closure of Cobdens Lane adds to risk of coalescence; negates the benefits of having an alternative route into Whimble Second station at Cranbrook does not deliver the consistent reliable service that the line between Axminster and Exeter needs which would be better served by a loop Identity and character of the area and archaeological heritage of the area risks being lost Increase in pollution (Co2, light and noise)	3, 4, 5, 6, 10,	Yes	Yes			

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222	222 - Individual									Closure of Cobdens Lane risk large vehicles having to negotiate rural lanes back into Whimple and the narrow streets of Cranbrook Development of the Green wedge contradicts assurances of Strategy 8 of the Local Plan Extent of development stretches beyond powerlines as previously promised Increased risk in flooding Traveller site encroaches into Whimple Parish which should instead be closer to main facilities of the town Lack of adequate infrastructure including hospital facilities and roads Inadequate water and sewage treatment facilities	4, 6,	Yes	Yes			
223	223 - Individual									Further development within floodplain will exacerbate future flooding There is already a lack of infrastructure for existing households and no commitment to improve this Cobdens Lane must continue as an unimpeded local route Second station at Cranbrook risks reducing the service at Whimple and instead requires a passing loop Previous Council commitment to the Green Wedge now disregarded with harm to the historic character and heritage of the village. Risk of coalescence Need for Gypsy and Traveller site is not evidenced nor has its site selection followed proper process. It will impact on green wedge and is too isolated from Cranbrook's facilities	4, 6,	Yes	Yes			
224	224 - Individual									Housing to the north of Percy Wakley Woods will have significant impact on local wildlife Development at the Grange is contrary to previous Council commitment to respect the identity of the village Field to the west of Gribble Lane is designed as parkland - the accommodation of housing is not compatible with this setting Cranbrook is being asked to take too high a proportion of	5,	Yes	Yes			

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										Gypsy and Traveller sites Inadequate schools provision for existing local children as a result of development						
225	225 - Individual									Additional development in the area will have negative impact the amount of traffic in lanes which are not designed for such use Increase risk to pedestrians cyclists Junctions on the road network such as Hand and Pen and Daisymount wont cope with increase Proposed second station at Cranbrook will have detrimental impact on Whimble services Increased population will strain local health services Distinct village boundaries should be retained	4, 10,					
226	226 - Individual					No	No			Lack of support for other East Devon Villages/town risks drawings younger people away from these settlements Contravene Stgy 8 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
227	227 - Individual									Development risks merging Cranbrook and Whimble Lack of medical/healthcare facilities within the proposal	4, 6, 11,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										risks putting increasing strain on existing stretched facilities Access to the London Road would be lost and the significant increase in the volume of traffic would make junctions at the Hand and Pen difficult Increased risk of conflict with cyclists and pedestrians Increase in pollution (air noise, waste) and increased pressure on sewage treatment Existing Gypsy and Traveller site locally; new proposal is poorly located with limited access to the local facilities Reduction in affordable housing provided is saddest element of the proposal						
228	228 - Individual					No	No			Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to develop in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
229	229 - Smiddy (and		Pages 24-28, paras	Treasure Expansion		No	No	Yes		Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge;	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
	others) Group submission		3.15- 3.23	sion Area						such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; (Plan contravenes Wildlife and Countryside Act 1981 and Wild Birds Directive) Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched. Plan has not been positively prepared and does not need the addition 90 houses identified within the green wedge Proposals lack justification Failure by District Council to work effectively across Parish Council Boundaries Proposals do not represent sustainable development						
230	230 - Individual					No	No			Development will have huge impact on road network with increasing traffic Increase in risk of flooding as a result of additional development Loss of green space will affect the health and well being of residents Lack of support for other East Devon Villages/town risks drawings younger people away from these settlements Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge;	1,	Ye s	Ye s			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
231	231 - Individual									Funding to local school in Whimble has already been affected by development in Cranbrook Development encroaches into Parish Boundary Concern about the level of traffic, impact on local junctions and the lack of observance of the speed limits Flooding is likely to be increased as a result of development Loss of green belt land as a result of the development with resultant harm to the countryside, wildlife	4,		Yes			
232	232 - Individual					No	No			Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to develop in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
233	233 - Individual									Green wedge should be retained in its entirety and the Parish boundary be respected Cobdens Lane must remain open as it avoids traffic having to pass through narrows roads around the centre of the village Lack of justification for the proposed gypsy and traveller site which would form a gateway to the town, is located within the green wedge and would be more appropriately located closer to the M5 or town centre	4,	Yes	Yes			
234	234 - Individual									Latest proposal infringes on the Green wedge (contrary to Stgy 8) and risks coalescence with Whimple Routing heavy vehicles through Cranbrook is undesirable and impractical Expansion will result in loss of more greenfield and habitat (Contrary to STgy6) Increase in pollution (air noise and light Risk of increase in flooding Lack of local infrastructure including health services and risk that the school in Whimple may in the future close Second station in Cranbrook risks the service in Whimple Gypsy and Traveller site is within Whimple Parish which already has a similar site and is too remote from adequate services in the town centre	4, 6, 10,	Yes	Yes			
235	235 - Individual									Development will result in increase in flood risk and further the strain on the sewerage system	4, 6, 10,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Development is close to two areas of AONB which will be compromised There will be permanent loss of farmland, habitat and wildlife Roads will struggle to cope with the additional traffic Single track rail line will not have capacity to cope with the increase in population and a further station will slow trains down and risks closing Whimble station						
236	236 - Individual									The loss of green fields, hedgerows and habitats. Pollution caused by developers and subsequent new residents. Compounding flooding problems by building on a flood plain. Creating a travellers site within the Whimble boundary (despite one being situated 2 miles away) The Green Wedge being eroded and the potential merging of Cranbrook with Whimble. Increased pressure being placed upon medical services, schools and roads.	4, 6,	Yes	Yes			
237	237 - Individual									Gypsy and Traveller site is within the Parish boundary where a site already exists and encroaches on the green wedge - also in the wrong position for amenities Increased hardstanding and lack of permeable areas will increase runoff and associated risk of flooding Closure of Cobdens Lane will divert large vehicles through inappropriate roads and lane and have a severe impact on safety Increase in pollution (air, Loss of trees hedges and farmland with an irreversible effect on wildlife Increased strain on sewerage system, health services, local schools Risk of Whimble Primary school closing in due course	4, 6, 10,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										resulting in difficult for Whimple children to get to the school Second railway station at Cranbrook risks the Whimple station/service level that it currently enjoys New houses should be built to a good standard						
238	238 - Individual					No	No			Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
239	239 - Individual									Increased danger on the road as a result of increased traffic using narrow lanes and the junctions in the area (including Hand and Pen) No capacity within the GP surgery (and other health services) for additional patients Increased pressure on local schools (both primary and secondary)	6,	Yes				
240	240 - Individual									Plans for development to the east impinge on the boundaries of Whimple irreversible impact on the AONB with sprawling	4,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										development Increased traffic congestion at the Hand and Pen and Daisymount Increased level of pollution (air and noise)						
241	241 - Individual									Increased housing, traffic and closure of Cobdens Lane risks making access to the village of Whimble difficult Current road layout (including Daisymount) is not designed for increased traffic No need for a second station noting the Exmouth copes within one Safeguarded land for station should be used for gypsy and traveller site Loss of 600 acres of countryside will result n loss of habitat and wildlife increased tree planting is required to compensate Increased flooding risk occurring upstream	4, 27,	Ye s				
242	242 - Individual									4 expansion areas encroach into Whimble Parish and risks the length of Whimble to Exeter being a single sprawling estate Increased risk of flooding - particularly along London Road Increased traffic within the village of Whimble - local road which are narrow wont be able to cope Additional pressure on local surgery and school Gypsy and Traveller site is within the Parish of Whimble which already has such a site - should be located further into Cranbrook	4,	Ye s				
243	243 - Individual									Increased in traffic will risk an increase in accidents at the Hand and Pen junction Increase in pollution Infrastructure in respect of hospitals schools and shops is already already under strain and couldn't cope with increase Increase to impermeable area on flood plain risks in crease in flooding	4, 6,	Ye s				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Wildlife and habitats lost to development Gypsy and Traveller site is located within Whimple contrary to previous assurances						
244	244 - Individual									Previous reassurances that development would not extend beyond Cobdens Lane or south of the London Road have been disregarded risking settlement colasesnce Gypsy and Traveller site will have a significant effect on the green wedge - the Parish already has a site and any new site should be located further into the town Visual impact of development contrary to Stgy 7 assessment against Policy H4 identifies Loss of private amenity as a result of the proximity of the development need for additional screening Lack of consideration given to cumulative impacts of sites lack of evidence for new pitches (see Devon partnership Gypsy and Traveller accommodation assessment 2015) employment space and parking of large vehicles within sites would contravene covenants Need to ensure that sites are located with goo access to services and facilities which are currently missing from the town Site is located in a flood zone and contravenes guidance - particularly noting an increase in flood risk as a result of development Lack of landscape assessment of the proposed site which extend beyond previous area of assessment Need to ensure that the Grade II listed building at Little Cobdens retains its rural setting Dispute as to the ned to build on green fields	4, 5, 6,	Yes	Yes			
245	245 - Individual									Gypsy and Traveller site is within the Parish boundary where a site already exists and encroaches on the green wedge - also in the wrong position for amenities Increased hardstanding and lack of permeable areas will	4, 6, 10,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										increase runoff and associated risk of flooding Closure of Cobdens Lane will divert large vehicles through inappropriate roads and lane and have a severe impact on safety Increase in pollution (air, Loss of trees hedges and farmland with an irreversible effect on wildlife Increased strain on sewerage system, health services, local schools Risk of Whimble Primary school closing in due course resulting in difficult for Whimble children to get to the school Second railway station at Cranbrook risks the Whimble station/service level that it currently enjoys New houses should be built to a good standard						
246	246 - Individual									No need to use services at Cranbrook Road already floods and therefore development at Bluehayes could risk making this worse Station Road is unsuitable for type and level of traffic and with no pavements makes conditions for cyclist and pedestrians dangerous Development risks devaluing local housing and will have a detrimental impact on quality of life Travel into Exeter will be made worse	2,					
247	247 - Individual									There is a need to maintain clear boundaries between Cranbrook and neighbouring Parishes and no development should extend beyond Cobdens Lane which should remain open and not fragmented with new access links Gypsy and Traveller site is within Whimble Parish and must remain untouched. Location is too prominent, lack privacy for occupiers and is poorly located for access to services Loss of green wedge triangle breaks previous promises and risks coalescence (contrary to Stgy 8) Natural landscape of Cobdens will be lost with removal of	4, 5, 6, 10,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										hedgerows and will not be replaced by SANGS Loss of medieval heritage Risk of increase in flooding creation and expansion of a low carbon settlement in Cranbrook does not currently exist Lack of town centres evidences the serious lack of facilities ad infrastructure that town suffers from Local transport doesn't link to the largest employers Local roads including junctions at Hand and Pen and Daisymount unable to cope with increase in traffic A rail loop not second station is needed (the latter could affect the services at Whimble) Better uses for proposed cemetery land - e.g. hospital or police station No evidence as to how the cost for dealing with the overhead lines will be met poor layout and structure to existing town						
248	248 - Individual									Development of community facilities is well behind required provision resulting in excessive number of journeys out of the town by car as there is insufficient public transport Few green spaces and lack of leisure facilities Current expansion plans contradict previous assurances over extent of development (including the burying of cables) and risks coalescence with Whimble - ignoring the legitimate expectations of local residents Development east of Cobdens Lane is within Whimble Parish and is highly inappropriate Gypsy and Traveller site would present a poor gateway to the town and give its occupiers a poor level of privacy - the calculation for the number of new pitches required is flawed - and Whimble already has a site within its Parish If pitches are requires these should all be co-located closer to required facilities in Cranbrook	4, 5, 6,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Development and Gypsy and Traveller site would harm the setting of a Grade II listed house Cobdens and Grange expansion proposals should be shelved/scaled back Loss of green wedge contravenes Stgy 8 of the LP and proposals are therefore not in conformity with it Loss farmland habitat and wildlife as well as local character all contrary to Strategies 6 and 7 of LP Closure of Cobdens Lane is an important alternative access to the village as well as serving farms Serious risk of flooding already which will be made by the proposals						
249	249 - Individual									Previously described 'eco town' now to be a long ribbon development Closure of Cobdens Lane lacks justification and would adversely affect residents of Whimble Gypsy and Traveller site is within Green Wedge and Whimble Parish Boundary Second new station is unjustified - many new town (larger than Cranbrook manage with one) - and additional stopping risks reducing the service at Whimble Dwellings as currently built lack local distinctiveness	4, 6, 10,	Yes	Yes			
250	250 - Individual									Whimble village must retain its identify and character - the village has been mentioned in the Domesday Book Breach of Parish boundary is unacceptable and the green wedge must remain in perpetuity Cobdens Lane must remain open as it provides an alternative route into the village Proposals will result in significant increase in traffic and there are no proposal to improve the road which in places has blind corners and a poor junction Station Road Build Quality of houses does not reflect the sustainable credentials that were promised and this must be addressed	2, 4, 6,		Yes			

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Rep No	Respon- dent Details	Agent if used	Para	Policy	Policies Map	Legally Compliant	Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examin- ation?	General summary of comments	Policies that the general comments are seen as likely to relate to:	Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Walking length across the linear town is too great and consideration should be given to a concentric design Whimple station must be kept open and could benefit from a passing loop Risk of increase in flooding Lack of infrastructure to support existing or proposed development particularly in regard to medical services Increase in pollution (noise, light and air)						
251	251 - Individual					No	No			Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
252	252 - Individual									Expansion of Cranbrook is contrary to previous assurances given by the Council Size of development poses significant threat to wildlife with risk of increase in flooding Lack of infrastructure e.g. GPs to cope with additional people in the area Road access is inadequate	4, 6,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
253	253 - Individual									Road access and health care provision is inadequate Development would destroy wildlife, damage archaeology and increase flooding and air pollution	4, 6,					
254	254 - Individual									AONB with 16 mature oaks and associated wildlife at the Grange would be lost to development Development of the field north of Parson Lane would be seen from properties and church in Rockbeare	3, 5,					
255	255 - Individual									Whimble must retain its unique identity and must remain separate from Cranbrook through the respect of the Green Wedge Gypsy and Traveller site should not be developed within the Green Wedge and plan shows no evidence of consultation with the Gypsy and Traveller community failing to accord with DCLG guidance Land in Whimble Parish cannot form part of Cranbrook Closure of Cobdens Lane would increase hazards for cyclists/pedestrians both within Cranbrook and on Church Road which would receive a further increase in traffic Lack of infrastructure including GPS provisions which increases pressure on A & E Heating system runs on gas contrary to original expectations Lack of employment opportunities for people in town resulting in further commuting to Exeter Use of 600 acres of green fields runs contrary to awareness of global warming - should be using brownfield sites	4, 6, 13,	Ye s	Ye s			
256	256 - Individual									Significant increase in traffic in Whimble already and further development will have serious implications for narrow roads in the village which are without pavements More children cant be accommodated at the village school which is small and already at capacity Children can gain greater confidence from a small village primary school	4, 10,	Ye s				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Village character which is a big draw for tourism will be lost if it is annexed to larger towns - needs to keep its identity Light pollution from Cranbrook affects Whimple' s dark skies Gypsy and traveller site would be better located within safe walking distance of the new Cranbrook schools Other towns and villages have one station and it would be better to enhance the service in Whimple rather than add a second Development would result in the loss of countryside which is rich in wildlife - it can ever be replaced						
257	257 - Individual									Development would result in the loss of countryside and wildlife habitats The good local village school could suffer with adverse impacts on community Gypsy and Traveller site crosses into Whimple Parish and would be better positioned further into Cranbrook with access to facilities Increase in flood risk as a result of development on the flood plain A second railway station at Cranbrook will have an adverse impact on Whimple station Increase in traffic will cause further congestion problems and accidents in small rural lanes Increase in pollution and waste Development proposals encroach must further than previous reassurances indicated	4, 10,	Yes				
258	258 - Individual									Whimple village must retain its identify and character - the village has been mentioned in the Domesday Book Breach of Parish boundary is unacceptable and the green wedge must remain in perpetuity Coddens Lane must remain open as it provides an alternative route into the village	2, 4, 6,		Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Proposals will result in significant increase in traffic and there are no proposal to improve the road which in places has blind corners and a poor junction Station Road Build Quality of houses does not reflect the sustainable credentials that were promised and this must be addressed Walking length across the linear town is too great and consideration should be given to a concentric design Whimple station must be kept open and could benefit from a passing loop Risk of increase in flooding Lack of infrastructure to support existing or proposed development particularly in regard to medical services Increase in pollution (noise, light and air)						
259	259 - Individual									Ancient tree and a wide range of wildlife need protection No need for extra addition housing - area is not capable of sustaining the additional people No need for gypsy and traveller site as requirements have already been exceeded Green wedge has been created to help protect parkland and sustain village status Rockbeare has recorded a significant increase in crime and fly tipping Rockbeare wishes to remain as a village and not be incorporated to Plans for Cranbrook	3, 5,	Yes	Yes			
260	260 - The Essential Pharmacy Limited	The Essential Pharmacy Limited								Current infrastructure can barely cope with existing population Medical services are at capacity and EDDC has had to lend money to the local NHS to house GP provision in temporary buildings New Health and Well being hub should be prioritised No town centre development has yet attracted investors and to add further facilities to the east risks sporadic	6,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										development - this must not be at the expense of existing units in Younghayes Road.						
261	261 - Individual									Ancient tree and a wide range of wildlife need protection No need for extra addition housing - area is not capable of sustaining the additional people No need for gypsy and traveller site as requirements have already been exceeded Green wedge has been created to help protect parkland and sustain village status Rockbeare has recorded a significant increase in crime and fly tipping Rockbeare wishes to remain as a village and not be incorporated to Plans for Cranbrook	3, 5,	Yes	Yes			
262	262 - Individual									Ancient tree and a wide range of wildlife need protection No need for extra addition housing - area is not capable of sustaining the additional people No need for gypsy and traveller site as requirements have already been exceeded Green wedge has been created to help protect parkland and sustain village status Rockbeare has recorded a significant increase in crime and fly tipping Rockbeare wishes to remain as a village and not be incorporated to Plans for Cranbrook	3, 5,	Yes	Yes			
263	263 - Individual									Ancient tree and a wide range of wildlife need protection No need for extra addition housing - area is not capable of sustaining the additional people No need for gypsy and traveller site as requirements have already been exceeded Green wedge has been created to help protect parkland and sustain village status Rockbeare has recorded a significant increase in crime and fly tipping	3, 5,	Yes	Yes			

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										Rockbeare wishes to remain as a village and not be incorporated to Plans for Cranbrook							
264	264 - Individual									School and local infrastructure is already at capacity with risk that proximity of future schools could cause the closure of Whimble Primary school significant increased traffic at The hand and Pen , Daisymount and on The London Road increase in pollution (air / noise) which also affects natural habitats new station at Cranbrook would impact on the service offered at Whimble station and may lead to its future closure countryside will be lost, leading to loss of habitat for wildlife increase in housing / hard standing could have a negative impact on flooding already a traveller site within the Whimble Parish - proposed site is poorly positioned to access the services of Cranbrook	4, 6, 10,	Ye s					
265	265 - Individual									School and local infrastructure is already at capacity with risk that proximity of future schools could cause the closure of Whimble Primary school significant increased traffic at The hand and Pen , Daisymount and on The London Road increase in pollution (air / noise) which also affects natural habitats new station at Cranbrook would impact on the service offered at Whimble station and may lead to its future closure countryside will be lost, leading to loss of habitat for wildlife increase in housing / hard standing could have a negative impact on flooding already a traveller site within the Whimble Parish -	4, 6, 10,	Ye s					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										proposed site is poorly positioned to access the services of Cranbrook						
266	266 - Individual					No	No			Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
267	267 - Individual									Gypsy and Traveller site is too remote from the community of Cranbrook and the services and opportunities available The site as planned is on a Green wedge, in a prominent location and less than 2 miles from an existing site - need for additional accommodation is therefore questioned Additional pressure on existing services Church Road is not wide enough to accommodate more traffic and closure of Cobdens Lane will reduce safety of walkers Junctions at the Hand and Pen, Daisymount, and M5 Jct 29 will become more difficult Provision of a second railway station at Cranbrook is not evidenced - better to provide a passing loop	4,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Development of Green Wedge is contrary to Local Plan (Stgy 8) - DPD is not therefore in conformity with it and risks settlement coalescence Such development results in loss of countryside, habitat and wildlife and disrupt public views contrary to Stgy 7						
268	268 - Individual					No	No			Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
269	269 - Individual					No	No			Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in	3,	Yes	Yes			

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										particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
270	270 - Individual					No	No			Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
271	271 - Mrs F Martin-Ford		CB2 & CB8?	Blueh ayes Devel opme nt	form ambig uous	No	No	No	X	Support Broadclyst Parish Council submission Broadclyst Station is settled and established community which is part of the rural countryside around Broadclyst Need to participate as insufficient consideration of Broadclyst Station has been given to date.	2, 8,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
272	272 - Individual									Whimble Primary School lack capacity and resources to accommodate large numbers of additional children (in the short term) and could be subsumed by Cranbrook schools in the longer term Increase in air pollution as a result on the increase in traffic could affect children Loss of 600 acres of countryside will destroy habitat and wildlife but will also reduce vegetation which can absorb harmful pollution. Increase in illness and greater pressures on local health facilities Increased levels of noise and light pollution could affect sleep and children's concentrations at school Closure of Cobdens Lane would displace traffic and make the use of roads for pedestrians (including children more dangerous Should be promoting Exeter Metro/ rail loop initiative which would increase service frequency - Whimble must retain its station Gypsy and Traveller site crosses into Whimble Parish Boundary which already has a site; risks not being used by travellers; and is poorly located for access to services Increase flood risk as a result of development as part of the development is on a flood plain	4, 6, 10,	Yes	Yes			
273	273 - Individual									HNS Healthy New Town targets not being met without clear steps identified to redress situation Loss of green wedge area risks settlement coalescence with Whimble Lack of vernacular design within the architecture of the new houses being built No planning stipulations to make use of energy efficiency and reduce Carbon impact Lack of detail in the plan as to how habitats and species will be protected Increase in flood risk	4, 6, 13, 27,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Increase in noise and pollution No consistency in approach of the recognition given to Parish boundaries rising coalescence Lack of control on the Right To Buy component of the development Increased strain on local services including rail which requires a passing loop, key roads and schools Lack of provision for alternative transport Closure of Cobdens Lane would remove clear boundary between the town and Whimble Demand for Gypsy and Traveller sites is unclear - proposed site is within Whimble Parish which already has a site						
275	275 - Individual					No	No			There has been a late introduction (March 2018) of the proposal to building on the Green Wedge adjacent to Treasbeare Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide.	3,	Yes	Yes			

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										Green wedge development and the playing pitches should be switched.						
276	276 - Individual									Fears for the future of Whimble Primary School as a result of its inability to compete with new schools locally which would be able to select their intake unlike Whimble which remains an LEA school and not an academy Closure of Cobdens Lane would lead to increased traffic in the village further congestion on the main route into Whimble and increased danger for pedestrians In addition proposals risk a worsening of air quality and affect on peoples health There is already a permanent Gypsy and traveller site in Whimble Parish; limited evidence for a second which in any event is better located towards the centre of Cranbrook with adequate facilities to support the site	4,	Yes				
277	277 - Individual									Eastwards expansion beyond Cobdens lane was not included in the Whimble NP Closure of Cobdens Lane will increase congestion in the village and make the junction of Church Road with the B3174 more dangerous Development on flood plain will increase risk of flooding Development will increase air pollution and make cycling in the lanes more dangerous Local services should be threatened by the proposed development	4, 6,					
279	279 - Individual									Previous boundaries restricting development to the south of the London Road or East of Cobdens Lane should be retained Breaching Cobdens lane and providing access onto it from Cranbrook result in an ingress into Whimble Parish . The lane carries a large amount of farm and equestrian traffic and should not be diverted through Cranbrook 53 Gypsy and Travellers sites already provided in East Devon of which at least half are not used or underused	3, 4, 5, 6,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Additional site is too far from local amenities in Cranbrook Essential that required infrastructure for the town from both first phase and expansion areas is delivered on time.						
280	280 - Individual					No	No			Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
281	281 - Individual									Concerned about the possibility of flooding due to more houses being built Loss of countryside and the effect on wildlife Increase in traffic and pressure on GP surgery						
282	282 - Individual									Whimble, the Rockbeare Straight and Cobden have all suffered flooding which will be made worse Closure of Cobdens lane result in the loss of an alternative access into the village Whimble station has already had a reduced timetable as a result of Cranbrook station being introduced Local Doctors surgeries are at capacity and development will increase pressure	4, 6,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Gypsy and Travellers site should be more centrally located - it s current position will put pressure on local school Loss of countryside and impact on wildlife, flora and fauna - green wedge should be protected Increase in light pollution, risk of crime and pressure on policing						
283	283 - M Godsiff		Fig1/4 Fig 4/3 Fig2/4 infrast ructur e				No		No	Proposed gypsy and traveller site is positioned east of Cobdens Lane and encroaches on Whimble Parish and Green Wedge - this arrangement breaches founding statement for Cranbrook and risks the code of ethical development Vital that vehicular access for Whimble is maintained along Cobdens Lane as an alternative route Provision of education facilities will not be available until the end of the build putting pressure on local facilities Long term the development of Cranbrook risks the future of Whimble Primary School The significant pressure on GP services and the RDE hospital will be made worse - care must be taken of the medical staff Provision of care for the elderly and those with special needs should be welcome but not be a burden to stretched service	4, 6,	Ye s	Ye s			
284	284 - Miss A Martin					No				Development extends east of Cobdens Lane into part of Whimble Parish - doubts legality of such encroachment. Such extension fails to recognise previous assurances and further evidence is required to justify numbers proposed Loss of 600 acres of countryside is not environmental sound Closure of Cobdens Lane results in a lack of suitable alternative routes Concerns about the future of Whimble Primary school Does the buy to let properties in Cranbrook affect the affordable housing provision	4, 6,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Facilities in Cranbrook are poorly thought out Size of houses need to be revisited and density reduced to promote higher living standards						
285	285 - Individual									Developments risk the distinct nature of the village of Whimple and would lose green space which is around the village There is a need to maintain access to the London Road via Cobdens lane Threat to Whimple Primary School Increase in air pollution Poor quality housing being currently delivered	4,					
286	286 - Individual									development to date does not reflect the self-sustaining eco-town that we were originally promised deficit of jobs (leading to additional commuting), with poorly constructed high density housing Lack of town centre, service and facilities (including health care) which put a strain on local roads	4, 5,	Ye s	Ye s			
287	287 - Individual									Flood maps provided to illustrate comments There is a greater relative extent of areas at risk of surface water flooding in Cobdens than the general/fluvial flood risk maps indicate This results in a greater threat to people in the Cobdens area with the potential for fast flowing flood water and movement corridors and around the primary and SEN school locations Provision for SUDS look inadequate compared with the increased threat of flooding from the increased paved area/size of development Whimple school is well placed to meet the needs of the village currently but initially risks being under pressure from development and later being subsumed by the larger Primary school in Cobdens Inadequate medical and health services to cope with	4, 27,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										increased pressures/population Local road network is likely to become busier Development would result in the loss of countryside and farmland that can never be regained						
288	288 - Individual									Housing development extending up to the edge of Percy Wakley wood could have a huge effect on wildlife Field to the west of Gribble Lane was Grange Parkland and contains ancient Oak trees Failure to honour promises with the development around the grange and the likely redrawing of the Parish Boundaries Lack of balance in the delivery of Gypsy and Traveller pitches across East Devon - JR sought.	3, 4, 5,	Yes	Yes			
289	289 - Individual									Cobdens Lane provides a useful alternative access to Whimble when the main road is shut and should be kept open Development south of the London Road is undesirable and damages the nature of the countryside Development of land to the west of Whimble erode the space between the two communities - risking its future retention	4, 5,					
290	290 - Individual									Support expansion between the railway line, old A30 and Cobden Lane - object outside of these boundaries Gypsy and traveller site located at Cobdens is contrary to Policies C, D and E of DCLG guidance . Size of allocation is out of scale with the village of Whimble; it is not established who would use these pitches and represents development in the green wedge. Cobdens Lane provides an important link to the village and is one of few alternatives although it must not be connected to Cranbrook as this would risk too much traffic on narrow lanes Railway requires a passing loop that must be included as part of the Cranbrook Plans to help sustainability Children in Whimble may be able to access either the	4, 6,	Yes	Yes			

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										village Primary School or secondary schools at Ottery St Mary Clyst Vale as a result of Cranbrook Development will add to existing strain on health and medical services and provision must be made before it expands						
291	291 - Sport England									Sport England has reviewed the documents and are satisfied that our previous comments have been adequately addressed	2, 3, 4, 5, 28,					
292	292 - Individual									Reservations and concerns about expansion are being overlooked Traffic on station road is already a problem and has been made worse by Heaver Station Rod is not safe to walk along Flooding is an issue although it has not been shown by your searches Need to maintain a boundary between us and for Broadclyst Station to be recognised as part of Broadclyst	2,					
293	293 - Individual									Expansion plans will continue to harm the landscape and increase carbon footprint Development of almost exclusively housing in Cobdens is not a helpful or balanced approach Severe shortage of amenities already which more housing will make worse Plans to close access from Cobdens Lane onto London Street seem disastrous as access is required for may including farm machinery	4,					
294	294 - Individual									Local area does not have the infrastructure to support the planned expansion Roads are in a poor state of repair and lack a dedicated cycle lane Closure of Cobdens Lane would make safe walking to Rockbeare difficult Increase in pollution (light and noise) Increased risk of flooding	4, 11,					

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										Local health care facilities incl GP provision and hospital services already stretched and could not cope with the proposed increase Reduction in affordable housing means that local people would not be able to afford to stay locally Character and history of Whimple would be consumed by scale of development						
295	295 - Individual									Increased traffic with associated speed and accidents on London Road and at the Hand Pen Junction would affect quality of life - it cannot accommodate any more traffic As a diversion route to the A30, London Road is vulnerable to significant increases in traffic A second station at Cranbrook risks further reducing/stopping the service at Whimple There is already a Gypsy and Traveller site in the village and previous roadside encampment has caused distress	4, 10,	Yes				
296	296 - Individual									Objection to the easterly and southerly expansion of Cranbrook Cranbrook as delivered fails the original intentions lacking town centre and infrastructure Absence of planning, vision, and care resulting in a huge urban sprawl Lack of passing loop for rail service has resulted in reduction of service to Whimple road infrastructure was never designed for anything bigger than the 'current Cranbrook' Local villages have an identity and should not be turned into a clone of everywhere else	3, 4, 5, 6,					
297	297 - Individual									Development will result in extra pressure on local services - particular health care related Closure of Cobdens lane this will severely disrupt traffic in and out of the village Increase of traffic on village road reduces safety for all	4, 6,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Increase in light and noise pollution and decreasing house value and quality of life						
298	298 - Individual					No	No			Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
299	299 - Individual									Expansion proposes development on a flood plain which will increase risk of flooding Increased traffic at Hand and Pen Possible loss of Whimble Station or fewer trains will further increase the use of cars Increased air pollution from increased traffic Loss of countryside	4,					
300	300 - Individual									Previous promises have not been respected by EDDC - encroachment into Whimble Parish risks a precedent Closure of Cobdens lane will restrict the movement of livestock; reduce alternative accesses into Whimble and result in chaos No capacity to take an increase in traffic on local roads	4, 6,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Cobdens Lane and Hand and Pen junction, as well as part of Whimble already suffer flooding and this will be made worse by development on the flood plain Gypsy and Traveller site crosses into Whimble Parish and will be isolated from the rest of Cranbrook and services that it offers Whimble Primary school is already at capacity but risks closure with resulting effects and harm to the identity of the community of Whimble Local medical practice is already under huge pressure with a large catchment and this needs further consideration						
301	301 - Individual									Concern that Whimble station may need to close Worry that there is an inadequate water supply for all the additional houses	6, 10,					
302	302 - Nr N Tatchell		All			No	No	No	X	800 dwellings fall within Rockbeare Parish which is higher than was previously planned Plan needs to be revised regarding the location of development and landscape impact (together with assessment of impact, accessibility function of London Road and delivery of SANGS It was confirmed that green wedge policy does not preclude development and that SANGS offer greater protection against coalescence than green wedge - SANGS provision around Rockbeare [at the preferred approach] stage was better At preferred approach stage development at the Grange would also have been of benefit to the village in addressing flooding that occurs	5, 15,					
303	303 - Individual									Cobden development include land in Whimble Parish which should not be used for Cranbrook Whimble will lose its identity Closing Cobdens Lane will make the only other access into the village extremely busy and very dangerous	4,					

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304	304 - Individual									East Devon is being over developed Development has increased the risk of flooding locally and this will be made worse Loss of countryside, trees and wildlife when there is a need to balance pressures on the ecosystem Additional houses will generate more traffic causing congestion on local narrow roads and pollution of the atmosphere If Whimble is required to provide heath care and school provision this will result in an accident as a result of congestion Gypsy and Traveller site is within Whimble Parish (the Parish already has a site) and previous attempts to provide sites by the District Council have not been successful	4,	Yes				
305	305 - Individual									Concern about encroachment of development in proximity to Cobdens Lane and loss of community spirit in the village Increase in pollution (noise light and air) Loss of countryside and associated wildlife Increase traffic , risk to pedestrians and local congestion Potential loss of Whimble train station Increased pressure on local infrastructure Closure of Cobdens Lane and reduction in access to Whimble Existing risk of flooding will be made worse Gypsy and Traveller site	4, 6,	Yes				
306	306 - Individual									Locating 15 of 32 required gypsy and traveller pitches in Cranbrook is disproportionate		Yes				
307	307 - Mr J Coles					No		No	X	Whimble has a number of green land areas of regional Roman archaeological sites and future development should not be allowed to happen - findings should be fully recorded A written scheme of investigation should be secured by local residents allowing for targeted investigation of site	4,					

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308	308 - Individual									Development site including gypsy and traveller site should not cross Cobdens Lane which will result in more traffic in Whimple and the local narrow lanes. The site is too far from facilities in Cranbrook Cobden Lane is an important alternative access into the Village Services provided by Doctors will be inadequate for the expansion areas Countryside will be spoiled and wildlife have already been seriously affected If more houses are needed these should be added pro rata to towns and villages rather than spoil vast area of countryside	4,					
309	309 - Individual									A huge increase in dwellings will increase traffic flow at Daisymount and at Hand & Pen Risk of air pollution Loss of 600 acres of countryside with associated wildlife is not acceptable Development extends into Whimple Parish crossing a boundary that was established hundreds of years ago Would an additional primary school cause the closure of Whimple Primary School Increased pressures on a range of services and infrastructure providers which would be under huge strain	4, 6,					
310	310 - Individual					No	No			Contravene Stgys 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking to development in the green wedge; This has been a late introduction into the plan and has been part of flawed consultation process such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in	3,	Yes	Yes			

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										particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
311	311 - Individual									Current development lacks the originally promised eco credentials and any form of distinctiveness Many issues need to be addressed before further housing should be allowed Future development built on a flood plain risks increasing flood risk - particularly upstream in Whimble and on the London Road Existing countryside and its beauty will be lost and continued encroachment to Whimble will occur if the boundary gets moved Cobdens Lane is an important alternative access to Whimble and the current road proposals risks increasing traffic in the village and using the Hand and Pen junction and old A30 Cranbrook already lacks many aspects of infrastructure - especially medical and hospital facilities - and Whimble facilities cant meet the expected demand Whimble already has a permanent Gypsy and traveller site and there is no need for an additional site Increased pollution (air noise light waste) A second railway station could lead to a reduction in the service at Whimble	4, 6, 10,	Yes				
312	312 - Individual									Current development lacks the originally promised eco credentials and any form of distinctiveness Many issues need to be addressed before further housing	4, 6, 10,	Yes				

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										should be allowed Future development built on a flood plain risks increasing flood risk - particularly upstream in Whimple and on the London Road Existing countryside and its beauty will be lost and continued encroachment to Whimple will occur if the boundary gets moved Cobdens Lane is an important alternative access to Whimple and the current road proposals risks increasing traffic in the village and using the Hand and Pen junction and old A30 Cranbrook already lacks many aspects of infrastructure - especially medical and hospital facilities - and Whimple facilities cant meet the expected demand Whimple already has a permanent Gypsy and traveller site and there is no need for an additional site Increased pollution (air noise light waste) A second railway station could lead to a reduction in the service at Whimple						
313	313 - Individual									No evidence of demand for the housing being promoted - locations for which breach previous assurances and fail to protect Rockbeare Gypsy and Traveller plans make provision for a disproportionate number of pitches without evidence that they are in a location which is supported by the community Development is close to Percy Wakley Woods and local wildlife will be harmed Loss of 16 mature oaks in field to the west of Gribble Lane Increase risk of flooding to Rockbeare Historical importance of London Road will be lost Increased pressure on local infrastructure (Schools, GP services and roads - old A30)	3, 5, 6,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
314	314 - Individual									Development will result in addition pressures on local village of Whimble - school, GP service and parking Local roads and unsuitable to take additional traffic with the risk of increased congestion and air pollution Increased flooding in the vicinity of Cobdens Lane Gypsy and Traveller site crosses into Whimble Parish; is poorly positioned with limited access to services in the town Harm to the countryside (and green wedge) with resulting loss of hedgerows and wildlife	4,	Yes	Yes			
315	315 - Network Rail	Network Rail								Not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development Network Rail have raised concerns (at every opportunity) in regard to the change of environment surrounding the crossing and the likely increase in volume of traffic, both vehicle and pedestrian traversing over Crannaford Level Crossing	6, 22,					
316	316 - Individual									Existing housing in the town and under provision/lack of infrastructure would be made worse Town appears a miss mash of materials with no common theme Country park should be extended around the whole of Cranbrook	2,					
317	317 - Individual									Closure of Cobdens lane will result in increased traffic in Whimble (causing difficulties in the Square) and in Cranbrook Such increases will result in reduced safety for all users Additional train station is likely to reduce frequency of stops in Whimble which would undermine village life Emphasis should be on the addition of a passing loop Increased risk of flooding with some development being built on a flood plain - lack of recognition of climate change	4, 10,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Loss of hedgerows, habitat and associated wildlife if the development proceeds						
318	318 - Individual									old A30 will become too busy with increase risk of accidents in the narrow section towards Daisymount Closure of Cobdens Lane will restrict movement out of the village (particularly for farm machinery) when Church Road is closed Green spaces are being eroded - Green wedge should be maintained for wildlife and to prevent settlement coalescence No further development should be allowed until the current town has zero carbon emissions Insufficient infrastructure for local residents within the town - it is dependent on Exeter for dental and hospital SEN school is located on the wrong side of town given the likely catchment will include parts of Exeter New Primary schools should not take pupil numbers from existing local village schools	4, 6,		Yes			
319	319 - Individual									Climate change is already having an affect and the loss of over 500 acres will increase local environment through increased Carbon monoxide, Carbon emissions household waste and sewage Local roads would not be able to cope with increased traffic Loss of archaeological heritage from local villages and the old Roman Road Whimble station is historic hub and is at risk of closure as a result of further station Local schools are under pressure, and there will be risks to other services such post office and hall Gypsy and Traveller site is on the perimeter of the town and inside Whimble Parish Increased risk of Flooding	4, 6, 10,	Yes				

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320	320 - Individual									Whimble is a village away from noise pollution and overcrowding - quality of life will be compromised Increased traffic will make the village roads unsafe for children and villagers Identity of village will be lost as the green fields around it shrink Additional station in Cranbrook could result in fewer stops in Whimble Increased risk of flooding of the Cranny Brook if flood plains are developed	4, 10,					
321	321 - Individual									Flood maps provided to illustrate comments There is a greater relative extent of areas at risk of surface water flooding in Cobdens than the general/fluvial flood risk maps indicate This results in a greater threat to people in the Cobdens area with the potential for fast flowing flood water and movement corridors and around the primary and SEN school locations Provision for SUDS look inadequate compared with the increased threat of flooding from the increased paved area/size of development Whimble school is well placed to meet the needs of the village currently but initially risks being under pressure from development and later being subsumed by the larger Primary school in Cobdens Inadequate medical and health services to cope with increased pressures/population Local road network is likely to become busier Development would result in the loss of countryside and farmland that can never be regained	4, 27,					
322	322 - Individual									Proposals for Cranbrook are catastrophic for Whimble Closure of Cobdens Lane is an important alternative route into Whimble and is used by local residents and farmers - Roads in Cranbrook are unsuited to large farm machinery	4, 6,	Ye s	Ye s			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Gypsy and Traveller site will encroach onto Green Wedge and is part of Whimble Parish that should not be taken The site is far from the town facilities No evidence of need for two sites in Cranbrook Volume of traffic using London Road will get worse with a risk of accidents at Church Road junction Development will increase pressure on local school and GP facilities, increasing traffic and risk to pedestrians						
323	323 - Individual									Current development is a long way from delivering on the original aspirations and promises Proposed expansion will increase pressure on all local services and in particular the local hospital in Exeter Old A30 already suffer from flooding and is not suitable for the scale of increase in traffic that would result Cobdens Lane is essential for access into Whimble and will not be adequately compensated by narrow roads through the town Its closure is a contravention of Stgy 8 of the Local Plan Eastward expansion as currently shown is contrary to previous commitments given by the Council Not aware of pressure on South West Water to increase reservoir capacity to sustain the additional homes now planned Objections to the Gypsy and traveller site by the developer puts the whole expansion in jeopardy The Gypsy and Traveller site crosses into Whimble Parish; is within the Green wedge; divorced from adequate services - priority should be given to the expansion of existing sites Loss of countryside, wildlife, habitats and hedgerow	4,	Yes	Yes			
324	324 - Individual									Development north of Exeter Airport has resulted in the loss of much countryside and lacks distinctiveness Loss of 600 acres of countryside involves loss of hedgerows, habitat and wildlife	4, 6, 10,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Local resources are already at breaking point and current expansion plan will push this towards a crisis Expansion will put at risk the work of Whimble Primary School, initially by additional pupil numbers and then closure when the new school is built Character of local village roads not suitable to accommodate significant increase in traffic volume with increased risks to old and young Second station is unnecessary and risks the future of Whimble station Risk of increased flooding (including on the old A30) Risk of increased pollution (air and noise) Gypsy and Traveller site is unnecessary ; there is already a site within Whimble Parish; should be located around the county						
325	325 - Individual									Proposed expansion is too great and continues to use up more greenbelt which could be used for farming - development should only take place on brown belt East Devon as an AONB contains critical habitat and ecosystems - continuing to development within this environment further risks climate change Local objections are not reflected in views expressed by planners and politicians Proposal to close Cobdens Lane is unsafe, increasing volume of traffic along Church Road and in Whimble East Devon lacks infrastructure to support the increase in population that would result	2, 3, 4, 5,					
326	326 - Individual									Schools and other infrastructure are lagging behind the delivery of housing - town centre is not yet started Whimble school does not have capacity to increase its numbers but must not be closed when the new school is delivered Local health facilities are over burdened and will not cope Development on the flood plain of the Cranny brook is	4, 6, 10,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										likely to increase risk of flooding in the heart of Whimble and on Cobdens Lane and London Road Gypsy and Traveller site is within Whimble Parish which already has a site and is annexed from the services in the town Closure of Cobdens Lane will increase traffic and associated safety issues in and around the village Traffic more generally will increase and will make junctions on the London Road more congested Second railway station at Cranbrook would reduce or possibly close service at Whimble						
327	327 - Individual									Plans ignore previous Cobdens Lane boundary and encroach onto Whimble Green Belt No evidence why gypsy and traveller sites are split into different locations - site should be chosen which allows residents to have access to suitable facilities in the town otherwise they will feel isolated Infrastructure must be available for all occupiers of the town Closure of Cobdens Lane would increase traffic in the narrow roads of Cranbrook with danger to residents. IN addition there is a lack of alternative access into Whimble Support safer footpaths and cycleways towards Exeter	4, 6,	Yes	Yes			
328	328 - Individual									Proposals will have a detrimental impact on Whimble Potential for flood risk to increase Roads within Whimble are not suitable for increase in traffic that would result	4, 5,					
329	329 - Individual									Loss of green wedge which is previous assurances of the Local Authority Gypsy and traveller site is located within Whimble Parish which already has such a site Increased pressure on local village services - in particular in respect of access to GP appointments Lack of dental provision within the new town	4, 6,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Impact on local village school - both in terms of initially being too popular and then risking closure once the new school is built Increase in traffic with junctions becoming more dangerous Closure of Cobdens Lane would increase the use of Church Lane making the village more congested and less safe for pedestrians Increase in pollution (light, air and sewerage,)						
330	330 - Individual									Lack of previous identification for expansion plans Closure of Cobdens lane risks isolating the village and forcing agricultural traffic through Cranbrook Gypsy and Traveller site will encroach onto the Whimble Green Wedge which should not be ceded Site is poorly located for Gypsy and travellers to access necessary facilities in the town Increase in traffic making junctions onto the B3174 more difficult/dangerous Increase on local infrastructure (particularly pressure on schools and GP provision)	4, 6,	Yes	Yes			
331	331 - Individual									Increasing traffic is already causing congestion in the village of Whimble Pedestrian safety for all ages must be maintained Cobdens Lane must be retained as open Whimble must be allowed to retain a distinct character and the green wedge maintained	4,		Yes			
332	332 - Individual		CB2 & CB8	Blueh ayes	Form is ambiguous	No	No	No	No	Support Broadclyst Parish Council submission Broadclyst Station is settled and established community which is part of the rural countryside around Broadclyst	2, 8,					
333	333 - Individual									Expansion plans would increase traffic along the London Road with access from Whimble made worse if Cobdens Lane was closed Traffic is already set to increase as a result of the service	4, 6,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										station Increase in pollution (air, light and noise) Loss of surrounding countryside , wildlife habitats and hedgerows Increased pressure on local infrastructure (school and GP services) Gypsy and Traveller site is located within Whimble Parish which already hosts a site Increase risk of flooding to the village of Whimble						
334	334 - Individual									Concern about short and long term impact for the village school in Whimble Closure of Cobdens Lane will impact on access to the village and the narrow lanes tat serve it	4, 6,					
335	335 - Individual									Cranny Brook often floods and with development extending across the flood plain risk of up flooding to both Cranbrook and Whimble EA flood maps only shows flood risk for the current situation and does not take account of proposed development Proposals result in loss of 600 acres of countryside with associated loss of wildlife and habitats Closure of Cobdens Lane would make access to the village more difficult and would force farm machinery into Cranbrook Increase in traffic will increase congestion and make junctions more dangerous Increased pollution (air Gypsy and Traveller site is poorly located and within Whimble Parish which already has sites available Also the site is too remote from adequate services in the town There is insufficient local infrastructure to support the expansion with resulting pressure on local communities eg	4, 6,	Yes				

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										health care and schools - Risk of Whimple school being swamped and then closed when new school is built						
336	336 - Individual									Current proposal extend development Cobdens Lan and ignore previous commitments Existing flooding problems will be made worse Development would take place on arable land but should be focussed on brownfield sites (or scattered amongst all the villages) Church Road as main access into Whimple would not be able to cope with increased traffic GP services would be unable to cope with increased population	4, 6,					
338	338 - Individual									development south of the London Road breaks previous commitments Loss of countryside local road (single track lanes) will not cope with additional traffic and roads junctions are already increasing in danger and accidents Increase in pollution (noise and air Hand and Pen residents have no access to the main drainage or energy supply option of the Town Gypsy and traveller sites extend development across Cobdens Lane	4, 5,	Yes				
339	339 - Individual									Additional development is not justified given scale of development that is already occurring Confining development between railway line and main road risks elongating it beyond walking distances and it simply forms urban sprawl Development further east makes no sense when development is now proposed south of the main road Poor location for a Gypsy and Traveller site	4,	Yes				
340	340 - Individual									Insufficient amenities to support the current town Development has not held true to the original principles of being an eco town	2, 3, 4, 5, 6,		Yes			

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										Poor quality development design and layout Lack of infrastructure to support the development including hospital and GP appointments and schools Development extends east of the pylons and closer to the green wedge with Whimble Whimble is a rare example of a traditional village Significant loss of green fields wildlife and habitat Increased flood risk as a result of development could pose risk to local residents and road users Increased volume of sewerage and waste which could threaten Estuary and coast Local lanes inadequate to cope with increased volume of traffic - as a result more dangerous for all users Green wedge under pressure and risks settlement coalescence contrary to Stgy 8 (fails to comply with the Act) Closure of Cobdens lane will restrict access to Whimble						
341	341 - Environment Agency	Environment Agency								Supportive of the plan but make a number of recommendations Plan Objectives Energy & Climate Change - could recognise current flood risks and the importance of GI to be resilient Transport - links should be resilient to climate change and access and car parking for the new station need careful thought Landscape - Objtve 21 should commit to NERC ACT sct 41; 25 broadened to include biodiversity benefits Important that areas identified for SANGS and on-site green corridors are specifically enhanced from their current state Should seek to achieve net gains across wider GI options - not just linked green space Reference to the Water Framework Directive (WFD) objective of achieving good ecological status in the Cranny	1, 2, 3, 4, 5, 7, 8, 10, 14, 15, 16, 23, 25, 27,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Brook and Ford Stream by 2027 should be recognised There should be a clear driver in all documents to create GI along the watercourse corridors within Cranbrook Design - houses need to be designed so as to be resilient and adaptable to climate change Delivery - supportive of themes but must consider phasing Consider whether there is sufficient capacity for waste water treatment and the permitting regime noting nutrient value in local rivers Evidence base documents: flood Risk Review and drainage strategy should define all water courses and associated FZ 2 &3 Needs to consider whether other water courses should become main rivers Lacks reference to climate change and a recognition that watercourses are going to need substantial modification to create good quality green corridors						
342	342 - Individual									Increased traffic and congestion Unfit highways and road networks to cope with the increase in traffic Lack of parking for residents Increase in noise, air and light pollution Poor quality of housing previously built by Persimmons Layout and density of building in the plans Lack of infrastructure e.g. GPs surgeries, dentists, retail, leisure and sporting space Lack of thought and consideration about the impact of new school being built Continued building on a flood plain and the inevitable outcome of this Loss of habitat and countryside that can never be brought back Reduction in the green wedge that was previously agreed	2, 3, 4, 5, 6, 10,	Yes	Yes			

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										with the Council Loss of the any historical finds relating to the roman road (London road) Encroaching and building into the Parish boundary of Whimble Lack of employment opportunities for the sheer quantity of housing being built						
343	343 - Individual									Cranbrook Plan would introduce additional cars onto road that already flood Increase surface water run off would result from development New houses in Cranbrook have collapsed due to increased run off and lack of drainage Loss of natural habitat Loss of archaeological heritage along the Roman Roads Increased traffic on rural lanes that cant cope Potential loss of railway station and school in Whimble Lack of adequate infrastructure including GP provision within the town Increased pollution (air light and noise)	4, 5, 6, 10,					
344	344 - Individual									Old A30 (B3174) risks becoming very congested with the number of occupants Gypsy and Traveller site on the Parish border will also impact on local roads and infrastructure Whimble risks losing its village feel and the enjoyment of the countryside	4,	Yes				
345	345 - Individual									Questions raised: How will secondary movement route north of Southbrook Court appear in practice and what impacts will it have How will right of way to the east of Southbrook Court be maintained noting the attenuation basin that is planned How will the attenuation be prevented from over topping and causing localised flooding The plan doesn't appear to address Southbrook Lane and its character	4,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Would like to maintain possibility of developing land in the future						
346	346 - Woodland Trust	Woodland Trust		CB5 & CB15					No	Ancient trees within the Plan area and these should be mapped and protected Would welcome the opportunity for tree planting within plan area as such areas can deliver wide range of benefits Trees in an urban landscape have extensive environmental, health and economic benefits would like to see an ambitious approach to increasing trees, woods and hedges clearly specified as part of the overall vision for Cranbrook	5, 15,					
347	347 - Individual					No	No			Support policies CB11 and CB13, but object to green wedge development Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
348	348 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge;	3,	Yes	Yes			

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										such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
349	349 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			

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350	350 - Individual									Roads in the local area are already under pressure and added development will increase traffic Risk of flooding will increase Cobdens Lane is an important route for access to the village and should be retained Gypsy ad Traveller site is too remote from adequate services in the town infrastructure and services will not cope - GP surgeries, hospitals and schools are at capacity	4, 6,	Yes				
351	351 - P W Thomas									No objection to the plan and would like to put clients land forward for inclusion within the plan. Site adjoins the allocated land and could help to create an attractive village setting	2,					
352	352 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
353	353 - R Lawrence					No	No	No	X	Development results in the loss of further green fields and their replacement with urban sprawl Whole site is within a Flood zone resulting in play areas	4,	Yes				

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										and fields being unusable in winter Little though has been given to the provision of infrastructure and there is no town centre No provision for off setting carbon emissions Reduction in affordable housing as proposed fails to address the need for housing for first time buyers Development south of the London Road fails to respect promises or the Neighbourhood plan Gypsy and Traveller is already provided within Whimble and if needed should be sited within Cranbrook Lack of consideration for brown field sites Council as failed in its duty of care to residents						
354	354 - Individual									Encroachment past the Whimble boundary with loss of habitats and hedgerows. Some development is on flood plain and the Cranny Brook regularly floods after heavy rain. London Road is liable to flooding and Cobden Lane and becomes a ford at one point. Non-permeable hard standing will cause run off causing flooding. Gypsy and travellers site crosses into the Whimble Parish boundary where there is already a permanent site Location of the Gypsy and Travellers site would bet better located nearer to the town facilities Local infrastructure is already over stretched	4, 6,	Ye s				
355	355 - Individual									Impact on the village of Whimble - including the potential loss of character resulting from the scale of expansion Infrastructure is not designed to cope with increase, resulting in additional pressure on village services and school Development is proposed on the flood plain and will result in impacts upstream Single track lanes, and old A30 are not suitable for the volume of traffic envisaged	4,	Ye s				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Increase in pollution (air) Whimple Parish already hosts a gypsy and traveller site and a site closer to the airport and commercial side of the town would be better						
356	356 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			
357	357 - Individual									Development to the south of London Road ignores previous assurances and risks losing the identity of the village Countryside is being lost to bricks and mortar Traffic on London Road makes the road dangerous and tis will get worse Lack of connection between the Grange area and the rest of Cranbrook Development proposed within Grange Parkland which is home to a wide variety of wildlife Lack of balance in the distribution of Gypsy and Traveller pitches across East Devon within 15/32 being sited around	3, 5,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Cranbrook. Treasbeare location is too prominent. Gaps and Traveller sites are already found Whimble and Broadclyst Lack of existing and confirmed sites for necessary infrastructure						
358	358 - Individual									Traffic at Hand and Pen, Daisymount and on London Road will increase impact on commutes for many residents. Closing of Cobden Lane will increase traffic in and out of Whimble, Increase in pollution (air and noise) London Road floods regularly and an increase in building may cause further flooding. Further loss of countryside continues to have an impact on natural habitats. Impact on schools/infrastructure - local GP services are already at capacity A permanent gypsy and traveller site is already located within the Whimble parish boundary. The proposed site is poorly positioned for travellers to use local facilities.	4,	Yes				
359	359 - Individual									Concern with justification contained within the Design and Access statements: Use of Cobdens lane for pedestrian/ cycle link creates unnecessary pedestrian connectivity with Whimble and risks drawing people away from Whimble service/infrastructure. Expansion area should deliver adequate green space for new residents without having to access other areas link to Whimble increases the potential risk of transient noise, anti-social behaviour and crime to Whimble a link would expose Whimble to a higher risk of crime and disorder concerned that the trigger point/phasing of housing has not been detailed in consultation - risking a situation	4, 6,					

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										where infrastructure lags behind housing and risks placing Whimple services under extra pressure							
360	360 - Individual									access into and out of Whimple via Cobden Lane is a vital route for Whimple residents when Church road is closed Gypsy and travellers site is proposed on the fringes of the development and Whimple already has a site Development on the flood plain risks increasing flooding locally - particularly upstream in Whimple Over development of this part of east Devon will unacceptably bring Cranbrook into close proximity with long established rural communities pressure on local school, GP surgery and other facilities will be increased London road is already a fast and potential dangerous road and there appears to be no pedestrian or cycle lane provision	4, 6,	Yes					
361	361 - Individual									Expansion of Cranbrook risks interfering in local villages contrary to initial assurances Existing poor quality development in Cranbrook will be extended onto further greenfield sites Play areas and sports fields that have been provided cannot be used in winter due to the ground being saturated Little thought has been given to the provision of the infrastructure required to support the housing numbers There is no Town Centre or shops to speak of except for one small Co-op grocery store No provision for the reduction and/or offsetting of carbon emissions and greenhouse gases little thought given to the development of brown field sites of which there are many	4, 13,						
362	362 - Highways England	Highways England								The draft Plan proposals for accommodating up to 7,750 dwellings at Cranbrook is accepted by Highways England, noting that this will lead to an over-capacity situation in	6, 7, 9,						

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										several locations at M5 Junction 29 by 2030, beyond 2030 further mitigation maybe required at this junction which is likely to be identified through the Local Plan process. However, it has been previously agreed that the delivery of the Phase 3 of Tithebarn Link Road (now completed - April 2018) and improvements to Moor Lane Roundabout (pending) would allow 6,500 dwellings in the Cranbrook area to come forward. Subsequent work has shown that the additional dwellings, to 7,857 units, beyond this threshold would not lead to a severe worsening in operating impact on the SRN.						
363	363 - Individual									Concerned about the increase traffic resulting from the expansion Increase in risk of flooding Development will have an effect on local wildlife Enormous loss of green space has already occurred and expansion will have a devastating effect Infrastructure cant cope with the proposed increase in housing	4, 6,					
364	364 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice	3,	Yes	Yes			

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										guide. Green wedge development and the playing pitches should be switched.						
365	365 - Individual									Increase of traffic on London Road which will impact on Church Road and Hand Pen Lane increase in traffic will increase air and noise pollution London Road regularly floods and the reduction of flood plains may cause extra run-off increasing the risk of flooding Surrounding countryside will be lost causing a loss of habitats for wildlife Addition development will further reduce availability of places at Whimble school, GP services and dental practices the proposed Gypsy and Traveller site is poorly positioned for use of local facilities	4, 6,	Yes				
366	366 - Individual									Increased traffic and congestion Unfit highways and road networks to cope with the increase in traffic General supporting infrastructure proposed is inadequate with little consideration being given to medical, retail and social needs and a risk to Whimble Primary school when new school built Lack of suitable public transport in place for the size of the town and this will only be compounded with the expansion Disregard for the green wedge that was previously agreed with planned encroachment into the Parish of Whimble Failure to implement the rail passing loop, impacting the sustainability and frequency of train services Closure of Cobden Lane that will restrict residents of that area and reduce access to Whimble Increase in noise, air and light pollution Development on flood plain land, with the inevitable risks for residents upstream and downstream of the flood	4, 6,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Gypsy and traveller site appears to be isolated, on the edge of Cranbrook and Whimple and lacking integration						
367	367 - Individual		Yes	Yes	Yes	No	No	NO	X	Cranbrook development represents a ribbon scheme and doesn't fit within the area identified - it is a scheme that is being maximised to deliver government required housing Scheme fails to recognise cultural heritage of the area current town does not have a high standard of design and fails to have regard to local history or cultural Time needs to be given to improving infrastructure NO coherent detail of design layout or estate planning Location does not sustain 7000 houses easily and is flawed Soundness: Plan does not meet the areas objectively assessed housing need and to locate 6000 houses in the constrained area does not represent sustainable development Strategic matters such as transport drainage and town centre has not been dealt with. Plan is unsound and proper representation cannot be made against it To fit the housing required will reduce quality and increase overcrowding Further evidence to be sent separately to justify the concerns raised	4,	Yes				
368	368 - Individual									Increased risk of flooding as a result of development on the flood plain Development would destroy 100's of acres of countryside with little green space incorporated into the layout increase of traffic as a result of the development will have a great impact on London road, this will mean more pollution, noise and congestion Gypsy and traveller site would encroach on Whimple parish which already has a permanent site impact on existing services as the proposed development will be closer to Whimple than the centre of Cranbrook	4,	Yes				

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										Whimble village is beautiful and its community should not be put at risk						
369	369 - Individual									Some of the proposed development is on flood plain which may increase the risk of flooding to the surrounding area More housing will increase amount of traffic on local roads Increased traffic will also lead to increased air and noise pollution Local hospital has less capacity but still no plans to address tis shortage Lack of provision of services (Dentists, GP provision etc.) There are many brownfield sites which could be used for development rather than taking up more greenbelt There is already a permanent Gypsy and traveller site within the Whimble Parish Boundary. It would be more appropriate to find a location nearer the local facilities in the town.	4, 6,	Yes				
370	370 - Individual									Currently Cranbrook appears more like a large housing estate without infrastructure rather than a new town lacking basic services, facilities and a town centre Poor workmanship and construction of houses Green areas around the town are diminishing and wildlife not being given time to adapt Town results in significant amount of light pollution Development of the flood plain in Cranbrook will restrict where water from Whimble would go risking flooding Closure of Cobdens Lane would restrict access to the village of Whimble and result in farm machinery using roads in Cranbrook Plans for another station seem unnecessary and could reduce services in Whimble Expansion fails to adequately recognise existing properties and people and will reduce existing house value Gypsy and Traveller site infringes Whimble Parish and costs money to be set up	4, 6, 10,	Yes				

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
371	371 - Individual									There are fundamental environmental, ecological and economic issues with the expansion of Cranbrook Cobden Lane triangle site is completely unsuitable for members of the gypsy and travelling communities current development fails to meet the makeup of what is quintessentially Devonian and lack important infrastructure - including a town centre Sustainability is further harmed by the lack of transport infrastructure which supports a low carbon town - particularly lacking train and bus services in the early morning/late evening and on Sundays Development is proposed on green belt land which is enshrined in the T & CP Act 1947 and currently is home to much wildlife Cobdens Lane is important for access to the village Noise, disturbance and nuisance will be made worse - including the risk of crime which is higher in Cranbrook than surrounding villages Over-development and design - proposed development is overbearing and out-of-scale in terms of appearance alongside the landscape and countryside Extensions to Cranbrook are at high risk of flooding would risk flooding of both the dwellings and those downhill Inappropriate location for the gypsy and traveller site which is contrary to government guidance and has poor access to adequate shops and services and would result in further use of the car which is unsustainable Opportunities to expand other sites in East Devon/use empty spaces nationally should be explored	4, 6,	Yes	Yes			
372	372 - Individual									massive increase as proposed would put unimaginable strain on local roads and infrastructure No capacity at Whimble school to take additional pupils possible closure of Cobden Lane would restrict access to the village of Whimble	4, 6,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Green wedge must be maintained between Whimble and Cranbrook						
373	373 - National Trust	National Trust								A wider Gi plan/strategy is required before the plan is finally formed to allow consideration of links with surrounding countryside with coordinated delivery	7, 27,					
375	375 - Individual									Development is encroaching very close to Whimble Development of houses in the flood plain risks serious flooding Closure of Cobdens Lane would seriously restrict access to Whimble Gypsy and Traveller site is within Whimble Parish which already hosts one site Risk of crime increasing with too few police around Sewerage system is also suspect Lack of parking is a problem in the town.	4,	Yes				
377	377 - Individual									Objects to the scale of further enlargement of Cranbrook and the focus of such development in this location fails to respect the local communities and residents Cobdens Lane is a vital route for Whimble residents and provides an alternative access for all Gypsy and Traveller site is located within Whimble and close to the existing village - the Parish already hosts one site. Better locations would integrate the site within Cranbrook community Some development is proposed on flood plains which risks worsening impacts of flooding upstream Inadequate services to support the housing and will become further stretched if not properly addressed character and nature of Cranbrook appears more as a housing estate rather than new town	4, 6,	Yes				
379	379 - Mr M Hollday									Develop Grange and Cobdens in preference to Bluehayes as this has better access to Daisymount junction onto the A30 Economic cost of disruption/congestion on the B3174	2,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										should not be underestimated - plans should provide for the London Road to be a fast east west route and not be "in Cranbrook" A north south route through Cranbrook needs to be delivered - currently this has not been addressed Affordable housing should be restored? Increased back to 30% as land at Cranbrook is easy to build on Insufficient amenities in Cranbrook and developers must not be allowed to row back on previous commitments						
380	380 - Individual									Development proposals would result in 600 acres of countryside being lost Development on flood plains will increase risk of flooding - particularly along the London Road A second railway station risks reducing the service at Whimble Cobdens Lane should be retained open to allow movement by all including farm machinery and when Church Road is closed Gypsy and Traveller site is in the wrong place, lack privacy for its occupiers and is too far from amenities in the town Whimble risks being swamped by large scale development	4, 6, 10,	Yes				
381	381 - Individual									The original vision for Cranbrook as a vibrant friendly eco town has not materialised Existing and proposed development is over bearing and has an adverse impact on local character Infrastructure and employment opportunities within the town fail to meet local needs Town lacks a safe dedicated cycle route with connections to Exeter No plans to meet health needs in the town increasing pressures on local services Little or no GI being delivered within Cranbrook Poor level of design and interest within the town Concerns about the future impact on Whimble Primary	4, 22,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										School Closure of Cobdens Lane will result in local highway difficulties forcing unsuitable vehicles through Cranbrook and limiting access to Whimple Increase in surface water and potential for flooding together with pollution Plans are contrary to Stgy 8 of the LP and Gov. Reg 12. as a result of development within the green wedge which would engulf the hamlet of Cobden No infrastructure for the youth risks further increasing the potential for crime High density housing has an impact on health and well being but there is little promotion of well being by the Council There is already a Gypsy and Traveller site within Whimple Parish and the proposed site is remote from adequate services and schools in the town Better to support modest expansion of existing towns rather than such an expensive new town						
382	382 - Individual									Development crosses the London Road and will result in the loss of countryside and the destruction of existing wildlife habitats Current proposal completely contradicts previous assurances and crosses Cobdens Lane There should be no development to the east of Cobden Lane or north of the stream. Development to the west of Cobden Lane should have access only through Cranbrook, to leave Cobden Lane a narrow, country lane proposed Gypsy and Traveller site is too far from local amenities for travellers to use it and instead should be located further within Cranbrook	3, 4, 5,	Yes				
383	383 - Individual									Closure of Cobdens Lane would result in difficulty in manoeuvring a 7.5 tonne horse lorry through the narrow	4,	Yes				

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										streets of Cranbrook Alternative routes via the village (Whimble) don't work - they are too narrow or too low All existing water pipes for Cobdens Lane run through the proposed gypsy and traveller site Gypsy and Traveller site is also too prominent on the old A30 frontage						
384	384 - Individual									closing of Cobden lane would mean a difficult and tortuous journey for everyone working in this area This is a rural part of Devon with exceptional land for growing our food for the future The green wedge was to have been larger so its important that the road is a permanent boundary between Whimble and Cranbrook The town should not be crossing over the road called Gribble Lane on the other side of the old A30 Infrastructure is poor . Traffic from Cranbrook to Ottery St. Mary can sometimes already verge on being gridlocked	4, 5, 6,		Yes			
385	385 - Individual									Impact on the global climate, conflicting with the Climate Change Act (2008) and United Nations Paris Agreement (2015). The current plans will not be “zero carbon” as claimed. (significant detail provided) Lack of resilience to climate change – the houses and town will be unable to cope with more intense rainfall, flooding and higher temperatures. Impact on traffic in surrounding roads causing increased danger of road accidents and increased air pollution Increased pressure on public transport – peak time trains already full Loss of habitats and countryside, again a particular concern under a changing climate Light pollution	13, 27,					

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
386	386 - Individual									disagree with the assessment of the visual impact of the development to the east end of the southern parcel ridge is east of Parsons Lane and will obscure the bulk of the development but the gypsy/traveller site, extends over the brow of the ridge and will have a significantly adverse effect on the views from Rockbeare Village and surrounding footpaths and roads JR requested	3,	Yes				
387	387 - Individual									welcome the development of Cranbrook and the potential benefits this can bring but asks that the negative impacts on the surrounding communities are minimised Need to include Shops, Shopping Centre, Sporthall, Theatre, Cinema Access to the train station, cycle paths, sports and recreational field and Fibre network are all good for Broadclyst Station Station road is dangerous both at its junction with the B3174 and where it cross the railway to the north - the road acts like a bottleneck in peak times Housing density in Cranbrook is too high and lack green space - this form should not encroach onto Broadclyst	2, 22,					
388	388 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included).	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
389	389 - Individual									Development of land up the edge of Percy Wakley Woods will affect wildlife Development of the Grange contradicts previous promises and would affect the character and identity of the village Development to the west of Gribble Lane is Grange Parkland with ancient oaks and lots of wildlife - this will be destroyed with housing as proposed 15 of the required 32 gypsy and traveller pitches in Cranbrook lack balance across the district Lack Green wedge provision to the east of Rockbeare (cf. the western side) Cranbrook should be self sufficient in schools but are taking up places in Rockbeare EDDC has lost the trust the local residents	5, 6,	Yes	Yes			
390	390 - Individual									Seeking JR for the proposed plans Vast development will affect many species of wildlife including bats and otters and 16 ancient Oak trees Development of the Grange is contrary to previous commitment to keep the identity of the village of Rockbeare intact	5,					
391	391 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in	3,	Yes	Yes			

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										particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
392	392 - Individual									Disgust at the proposal to extend Cranbrook onto Whimble Parish land Closure of Cobdens Lane is needed to access local fields as other routes are too narrow Location of allotments at the edge of the town makes no sense as people wont be able to access these easily Health and safety issue arising from moving large equipment through residential areas Loss of habitat and wildlife	4, 26,	Yes				
393	393 - Individual									Concerned about the impact on wildlife and the environment - where trees will grow. Where will the animals live if the hedges and fields are taken away	2, 3, 4, 5,					
394	394 - Individual									Proposed extension of Cranbrook encroaches into the Whimble Parish area Gypsy and traveller pitches are poorly sited and not necessary Too many houses are being crammed into all the towns and villages, and services cannot cope Flood plains should be retained for storage of flood water rather than being built on Development should be directed to brownfield land and renovation of old properties should take place Prime agricultural land should be retained for farmers	4,	Yes				

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395	395 - Individual									Development would take place on good agricultural land Cranbrook should not expand beyond the currently consented eastern edge or south of the London Road Potential extension to Honiton is an outrage Current development has a poor layout, lacks space and is poorly constructed Improved energy efficiency is required	3, 4, 5,					
396	396 - Individual									Too many houses being squeezed into the Bluehayes area which would be overbearing and out of scale with local area Lack of infrastructure to support the existing housing with no town centre delivery No common theme or distinctiveness for the new housing which has been delivered Lack of parking which makes access through the town difficult Country park should be extended around the town Broadclyst Station should not be made like Cranbrook and have identity respected Station Road already gets gridlocked and this will be made dangerous with more housing and lack of cycle routes Area is prone to flooding and local residents have had to make their own arrangement to limit this Loss of wildlife has already occurred and would be made worse	2, 6,					
398	398 - Cornersto ne Church	Cornersto ne Church Cranbrook	5-7 (pg5) Cultur e Sport and comm unity Object	Delive ry and flexibil ity			No			Lack of evidence/re port which addresses building community - developing relationships as well as physical infrastructure is essential. To assist with this a community strategy should be developed Insufficient community buildings proposed within the expansion areas and infrastructure requirements It is vitally important for temporary or “meanwhile” spaces to be brought forward in Cranbrook.	2, 3, 4, 5, 6, 7,					

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			ives; 30 (p13) CB4:5 4							Community groups are faltering due to lack of amenities which has a knock on effect on mental health						
399	399 - Mr and Mrs Stevens			CB3	Rockbeare Area		No	Yes	X	Properties to the South of London Road are located in Rockbeare and the proposal to include these within the Cranbrook BUAB is not acceptable The inclusion of such and contradicts the decision to protect Rockbeare through the commitment to uphold the green wedge policy - BUAB should be north of the London Road through this area. Development in the green wedge is not justified and is in violation of Strategy 8 Such development further erodes the SANGS, is unnecessary and is detrimental to the natural environment, wildlife and visual character of the area (contrary to CB15 (SANGS) and CB25 (LBDS)) Wishes to appear at Examination to raise concern about creeping development and its effect on Rockbeare and to protect the green wedge	3, 8, 24, 25,	Yes	Yes			
401	401 - Mr J Allen			CB3 & CB5		No	No	No	X	The bat colonies at Tilehouse Farm have been completely lost due to neglect of the wildlife corridors (still not in operation) and the length of development A further 1700 houses (and some employment development) will take the energy needs beyond the planned capacity of the heating plant and its pipe-work infrastructure. National government plans to prevent installation of gas cooking and heating equipment in new homes (to meet CO2 emission targets) will further exacerbate the demand for energy through the local heating plant	3, 5,					

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										Local voice is not being heard so wishes to participate in the examination						
402	402 - Miss H Evans		3.18	CB3 CB24	Yes	No	No	Yes	No	Properties to the South of London Road are located in Rockbeare and the proposal to include these within the Cranbrook BUAB is not acceptable The inclusion of such and contradicts the decision to protect Rockbeare through the commitment to uphold the green wedge policy - BUAB should be north of the London Road through this area. Development in the green wedge is not justified and is in violation of Strategy 8 Such development further erodes the SANGS, is unnecessary and is detrimental to the natural environment, wildlife and visual character of the area (contrary to CB15 (SANGS) and CB25 (LBDS)) Wishes to appear at Examination to raise concern about creeping development and its effect on Rockbeare and to protect the green wedge	3, 24, 25,	Yes				
404	404 - Cedar Court Management Company	Cedar Court Residents Management Company Ltd					No			Development in the green wedge is not justified and is in violation of Strategy 8 of the East Devon Local Plan development further erodes the SANGS, is unnecessary and is detrimental to the natural environment, wildlife and visual character of the area Contradicts Strategic Policy outlined CB 15 (delivery of SANGS) and CB 25 (Landscape, biodiversity and drainage). Will have a demonstrably harmful impact upon the landscape and contradicts Strategy 7 Remove all of the Non Specific Use Allocation areas to the east of the existing Built Up Area Boundary of Cranbrook and replacing this with SANGS. The green wedge to the	3, 24, 25,	Yes	Yes			

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										north and east of Parsons Lane should be protected or utilised only for sports pitch provision						
406	406 - Mr I Wollacott						No			fails to take into account the fact that the expansion zone abuts an existing settlement and no due consideration of this settlement is made in the plan There is no green buffer to the existing settlement of Broadclyst Station Issue of Station Road is not considered and the road is already dangerously busy with no pedestrian route There are already queues of over a quarter of a mile along Station Road at peak times It is essential that there is pedestrian access to Cranbrook Land already allocated for development should not be densely developed	2,					
407	407 - Exeter Diocesan Board	Exeter Diocesan Board	1.10	CB4 (sub para 11)		Yes	Yes	Yes		Plan is sound but open to being improved Plan Objectives 5 and 6 - lack and reference to a report or strategy that deals with the development of 'community'. Commentary needs to be re-balanced so that the work of Developing 'a confident, supportive, balanced and diverse community', and the provision of associated facilities, is given equivalent weight	4,					
408	408 - Mr R Upchurch						No		X	Grange Park is in Rockbeare and should be retained as open space - being home to a large amount of wildlife. Land is surrounded on two sides with a spinney containing many trees which all have TPO's on them In addition there are fifteen ancient oak trees which are over one hundred years old This beautiful abundant landscape is ideal for a country park and a buffer zone for Rockbeare, not housing Parish boundaries should be changed						
409	409 - Mr D N Farnworth		4.3 Cobde ns p32/3	Move ment routes	(attac hed)	Unknow n	Unk now n	Unknown	X	See comments recorded under record 345						

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			3 maste rplan Water attenu ation													
410	410 - Ms E Rylance					No	No	No		DPD fails to take into account the green wedges and items on coalescence of settlements as laid down in strategy 8 Wilfully overrides the neighbourhood plans of some adjacent villages Consultation process with the public has been cursory and Ward councillors have been kept under-informed There is little evidence of the developers' intention to deliver the town centre and facilities Until the original facilities are built, a moratorium on further development should apply A significant gap should be planned into the strategic plan to avoid engulfing surrounding settlements The settlement of Broadclyst Station and its residents' needs have been almost entirely overlooked Profile and shape of the entire settlement is uncondusive to its development as a "sustainable town" Failure to deliver infrastructure is in fact threatening the whole viability of Cranbrook as an emergent community Residents are having to drive to shops and sports facilities but instead need delivery in the town of the promised infrastructure						
412	412 - Mr Simpson		1				No			London Road already experiences flooding and this will be made worse	25,					
413	413 - Individual		1				No			Lack of facilities such as schools and surgery for such a huge increase in population environmental and ecological damage.	6,					
414	414 - Mr I Randall		All			No	No	No	X	Rockbeare Court Farm development should be built ahead of development in the Grange as it offers significant	4, 5, 27,					

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										benefits to Rockbeare village Court Farm offered mitigation extreme weather events which would otherwise increase flooding in the village - Mitigation/flood improvement works must be achieved delivered Knowledge of local issues (particularly re flooding) and therefore can contribute to the examination Parsons Lane could be made one way Evidence of previous flooding and possible mitigation supplied						
415	415 - Individual									Plan would result in the loss of yet more countryside Cobdens Lane is a useful access to the A30 from Whimble and will displace traffic Increased pressure on the NHS	4, 6,					
416	416 - Individual									Cobdens lane is at risk of flooding Gypsy and traveller site is unlikely to be used Train service must not be cancelled as there is no us service to Exeter Whimble primary school is too small to accommodate any additional pupils						
417	417 - Individual									creeping urbanisation is to the detriment of rural communities and lifestyles there will be a disproportionate effect on local villages as a result of the large housing developments Development on the flood plain will increase surface water and associated flood risk Increased traffic on local roads and associated pollution Loss of habitats including hedgerows Strain on local infrastructure Gypsy and Traveller provision is disproportionate to Whimble's capacity	4, 6,	Yes				
418	418 - Individual									almost non existent transport links will result increased car usage and more traffic No additional infrastructure for services which are already	4, 6,	Yes				

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										overstretched Development on the flood plain will increase flood risk in Whimple and along the London Road Concern over the capacity of local sewage works/water treatment facility Increase in pollution (including light and noise) and waste Gypsy and traveller site falls within Whimple Parish which already has a site						
419	419 - Individual									Plans would result in a further massive expansion of housing in the area and will ruin East Devon Exeter suffers from serious traffic congestion which will be made worse a new hospital will be required to serve the development Tourism in East Devon will be harmed due to the numbers of people and in ability to park at the seaside towns	6,					
420	420 - Individual									Health and dental facilities are already at capacity Lack of local employment particularly noting that business and shops are closing Increase in traffic on roads that are very narrow Loss of wildlife, hedgerows Increase in waste, sewage, pollution (light, air and noise) Need to preserve the proximity of the Roman Road	6,					
421	421 - Individual									Gypsy and Traveller site should be located within Cranbrook area rather than within Whimple Parish which already has a facility Closure of Cobdens Lane will cause difficulties for local residents as many of the vehicles that use the lane would not be suitable to take through the narrow lanes of Whimple or the urban roads of Cranbrook Proposals will result in increased traffic affecting junctions on the old A30 Green wedge between Cranbrook and Whimple should be respected and development of both the Gypsy and traveller site and housing should not encroach on this	4, 6,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										area. Reintroduction of a second rail line should be delivered to overcome difficulties of public transport locally Provision of Primary school in Cobdens should not affect Whimple Primary School Lack of town services and other infrastructure forces people to use their cars and should be resolved						
423	423 - Individual									old A30 is now busier than before the dual carriageway was built and will struggle with an additional 4000 houses Closure of Cobdens Lane would be great loss to local villagers and will restrict access to the proposed gypsy and traveller site Gypsy and traveller site would be better located closer to the A30 Insufficient infrastructure including school, GP, dental and hospital provision to cover expansion Few retail outlets within the town Expansion would be relying on good bus provision as the station is long way for most Need to address carbon footprint through such aspects as solar panels	3, 5, 6, 9,	Yes				
424	424 - Individual									Object to the increase in traffic generated Town is encroaching upon the village of Whimple Rapid rate of house building is not justified by the housing need - properties are not affordable for single salary people Supportive of the Cranbrook community	4,					
425	425 - Individual									Opportunity has been missed with Cranbrook failing to achieve a model new carbon neutral town Insufficient account taken of the number of cars that households have Previously promised rail improvements have not taken place Objection to the southern extension of the town and its	3, 4, 5, 6, 11,	Yes				

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

Rep No	Respon- dent Details	Agent if used	Part of the plan commented on			Is the plan		Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examin- ation?	General summary of comments	Policies that the general comments are seen as likely to relate to:	Subject matters general comments could relate to				
			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										encroachment over Cobdens Lane which risks losing the integrity of the village Objection to the closure of Cobdens Lane which results in the loss of an alternative access to the village Housing that is provided needs to be genuinely affordable and available to residents of East Devon						
426	426 - Individual									Land at the Grange has 16 ancient Oak trees, a pond and much wildlife within it and was formerly parkland - should be used as country park and not developed Land is within Rockbeare Parish and should be protected as other parts of the Parish have Photos included	5,					
427	427 - Individual									Lack of community meeting spaces and no church in the town meaning that more people are being forced to travel into Exeter Community needs to include indoor as well as outdoor	2, 3, 7, 16, 24,					
428	428 - Mr J Kane				London Road				X	Plans propose to change an area of Rockbeare into Cranbrook which would devalue house prices and make it less desirable for any future purchasers The plan states that the boundary would follow defined boundaries which it fails to do around the Old Smihy Commercial buildings along this section of London Road raises a lot of questions No need for a commercial centre at this point when the planned town centre is less than 500 yards away Need to consider the setting of the listed building opposite Goal posts keep changing	24,					
429	-									email attachments unopenable						
430	430 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health;	3,	Yes	Yes			

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			Para	Policy	Policies Map	Legally Compliant	Sound					Gypsy and Travellers	Green Wedge	Viability/IDP	Policies Map	SA comments
										In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.						
431	431 - Individual					No	No			Contravene Stgy 3, 5, 6, 8 and 47 of the adopted Local Plan (and the NPPF) by seeking development in the green wedge; such development would restrict the potential for this area to be used as meaningful and attractive green space affecting mental and physical health; In addition development on the green wedge sets a dangerous precedent; contradicts a previous inspectors decision in Beer Road Seaton; harms wildlife and in particular an area for the internationally protected skylark as well as the hedgerows that abuts Parsons Lane; Development of the green wedge would also have an adverse visual impact on the landscape (Photos included). Gypsy and Traveller site is also poorly located giving them poor levels of privacy and in conflict with the good practice guide. Green wedge development and the playing pitches should be switched.	3,	Yes	Yes			

Comments in respect of CB1 - Health and Wellbeing

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB1 Health and Well being
38	038 - Devon and Cornwall Police			CB1						The levels of crime and ASB within an area which can greatly impact on the health and wellbeing of individuals and a community should be addressed within this policy
39	039 - Broadclyst Parish Council		3.44-45; 4.65; 4.78	CB1; CB6; CB7; CB9; CB25; CB26	Extent of the Broadclyst Station BUAB - See comments under CB8					Supports the development sustainable methods of transport
49	049 - Cranbrook Town Council									Proposals are comprehensive and welcome but need to be underpinned by appropriate infrastructure (there is concern about a substantial funding gap)
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	restriction of hot food takeaways elsewhere within the plan is welcomed but this can be strengthen recognising health and well being aims of the plan Suggest: a restriction of no new A5 use class units within 400 metres of a school to be allowed in Cranbrook
144	144 - Boyer Planning	Boyer Planning								No objection to the intent and focus reference to 'aspirations' in the context of infrastructure now and in the future is not supported and this should be removed from policy
147	147 - McMurdo Land Planning Development on behalf of Stuart Partners Ltd	McMurdo Land Planning Development								supports the maintenance and improvement of the good health and wellbeing of individuals and the community at Cranbrook.
376	376 - LiveWest	Livewest							No	Support the requirement for developers to demonstrate how proposals will achieve positive health and well being outcomes for all

Comments in respect of CB2 - Bluehayes Expansion

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB2 Bluehayes Expansion
39	039 - Broadclyst Parish Council		3.44-45; 4.65; 4.78	CB1; CB6; CB7; CB9; CB25; CB26	Extent of the Broadclyst Station BUAB - See comments under CB8					Parcel needs to be developed in sympathetic manner with design code reflecting style of Broadclyst Station and Bluehayes and density pattern such that the higher density if located centrally and not around the frontages of the area. Exclude land to the north of Station Cottage due to flood history not reflected in EA flood maps The potential for rerouting/closing the southern junction of Station Road must be considered. See CB6 comments
49	049 - Cranbrook Town Council									Proposals are broadly supported with the exception of the mixed use area and the desire to maintain clear separation between the town and existing homes in Station Road. Road design is key to the development together with provision of a safe access to the London Road. Does not support the requirement for residential units to be capable for conversion to employment - risk of impact to neighbour amenity.
133	133 - C2C Planning Consultants	C2C Planning Consultants	Page 13 obj 30 & 31 Para's 3.6 3.9 3.10 3.14	CB2 CB16	Fig 8		No Yes in respect of 3.6		No Yes in respect of Fig 8 (CB16)	Support the principle of Bluehayes development as the first phase but note other comments Unclear from the wording of the policy when the comprehensive development scheme is required and whether this constitutes the Cranbrook Masterplan. If prepared by a third party how would such a scheme be approved. Delays could result if it needed to be spread across a number of land owners bringing uncertainty to delivery. 3.9 Unclear what open space elements constitutes the formal park area cf. informal open space identified in the master plan - how will the formal park access the Clyst Valley Regional Park

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										3.10 What happens when the formal park cant be linked to other GI 3.14 Expectation that Treasbeare area comes forward ahead of Bluehayes appears to be at odds with text at paragraph 3.6
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	vehicular link by Coachfield house may not be deliverable and the final paragraph of the policy should be removed
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	Allocation of land for mixed use is supported (clients control ca 90% of sites area) and is sustainably located Early development of this site could take place subject to a viable planning permission Comprehensive development scheme is not required or justified as this will build in unnecessary delays Allocation of specific uses on the policies map is not justified or effective - it is unclear what uses are referred to and there is no allocation on the proposals map to support the requirement Specification for mixed use area and the prescriptive sizing of an area is not appropriate as the town centre has been difficult to establish and there is likely to be little demand for additional small units in this area (noting proximity to Younghayes) Inclusion of residential within the mixed use area is appropriate Adaptability of residential premises in the mixed use area is not effective of justified noting that the benefits are unclear Approach to meanwhile uses is unsound as it raises management issues that are not land use matters - and is disproportionate given the size of the mixed use area It is appropriate for Bluehayes Parkland to meet the formal requirement for open space but it is not appropriate for the

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										Parkland to meet any requirement for formal open space there is no evidence to suggest that the Treasbeare expansion area will proceed ahead of Bluehayes which itself only generates a need for a single form entry Primary school For allotments, the justification for separating out the respective yet closely related uses is unclear For habitat mitigation the policy does not hold out the possibility that an Appropriate Assessment might demonstrate that alternative mitigation measures could equally have the effect of ensuring no direct effects on the integrity and conservation status of the Pebblebed Heaths and Exe Estuary, or that the funding to support the measures proposed might be identified from alternative sources
144	144 - Boyer Planning	Boyer Planning								supportive of the allocation at Bluehayes with specific reference to the provision of housing at Cranbrook quantum of other uses have not been equalised across each of the expansion areas - there is a need to re-apportion the supporting uses more fairly and equitably across the Expansion Area.
152	152 - Individual									See CB3
156	156 - Broadclyst Station Residents									No clearly defined buffer between Broadclyst Station and Bluehayes development
271	271 - Mrs F Martin-Ford		CB2 & CB8?	Bluehayes Development	form ambiguous	No	No	No	Yes	Broadclyst Station should be given the same safe guards as Rockbeare Future potential harm from being incorporated into Cranbrook including the choice of secondary school for children

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Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB2 Bluehayes Expansion
										Need for visual and physical separation from Broadclyst Station "Edge of Cranbrook" properties should be low density and more in keeping with local character Must give the Broadclyst t neighbourhood Plan time to deliver Station road is already dangerous and would not cope with further increase in traffic Flooding in the area is a concern - EA plans are inaccurate (See Parish Councils response) Expert surveys required to assess the species/ habitats that could be lost
316	316 - Individual									Houses in close proximity to existing small holding causes lots of concerns Rural identity of Broadclyst Station needs to be respected Existing fields around the village of Broadclyst Station should be used to be prevent settlement coalescence Loss of views for local residents would adversely affect their amenity, the development being out of scale and overbearing Green buffer zones, wildlife zones natural hedges and open green spaces are essential and would help to retain privacy and reduce pollution Bridge by Broadclyst Station is already a serious constraint/causes congestion and could not cope with additional traffic Flooding has already been increased by development and could be made worse Loss of wildlife has already occurred
332	332 - Individual		CB2 & CB8	Bluehayes	Form is ambiguous	No	No	No	No	Broadclyst Station should be given the same safe guards as Rockbeare Future potential harm from being incorporated into Cranbrook including the choice of secondary school for children Need for visual and physical separation from Broadclyst

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										Station "Edge of Cranbrook" properties should be low density and more in keeping with local character Must give the Broadclyst neighbourhood Plan time to deliver Station road is already dangerous and would not cope with further increase in traffic Flooding in the area is a concern - EA plans are inaccurate (See Parish Councils response) Expert surveys required to assess the species/ habitats that could be lost
341	341 - Environment Agency	Environment Agency								Safeguarding of land for SANGS is welcomed but more could be included in respect of the wider water environment Bluehayes expansion area masterplan indicates residential development immediately adjacent to the railway line. We have some concerns that this could effectively 'block' a potential flood route and flood risk management works may be required Potential to extend existing populations of Great Crested Newt through sympathetic development Adaption of existing railway station is highly likely to have an impact on flooding (e.g. flood storage and conveyance), which can only be accommodated if land is set aside in the allocation
351	351 - P W Thomas									See general comments
379	379 - Mr M Hollday									Station road and junction with B3174 is dangerous (photos submitted) Junction is not adequately address through the Cranbrook Plan Plan underestimates the risk of flooding which is not accurately modelled within the EA flood maps (photos submitted)

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										Identity of Broadclyst station should be respected and a green buffer incorporated into the plan Protected species found within this area and these should be protected
427	427 - Individual									Community meeting space is good and greatly needed Few social possibilities for older residents which needs to be addressed

Comments in respect of CB3 - Treasbeare Expansion

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB3 Treasbeare Expansion
6	006 - Individual			CB3; CB15; CB22; CB25						Development on green wedge is contrary to previous Inspectors findings; support sports provision although enhanced pedestrian access required which could be facilitated by a footbridge; objection to location of a gypsy and traveller site close to the centre of the town and on a hill - location is unjustified; Issues of screening such a facility need consideration;
40	040 - Regional and City Airports	Planning Prospects Ltd		CB3; CB6; IDP			No		No	Policy wording needs amending to ensure that it supports development which avoids conflict with the airport and reference the engine testing facility; Policy should address all new uses not just residential and community and require protection of all people in Treasbeare. Wording of policy is too equivocal. Supporting text is better worded. Applicants should be made to engage with the airport at the pre app stage with the airport to avoid objections and delays to their applications.
49	049 - Cranbrook Town Council									Proposals broadly welcomed except in relation to development to the east of Parsons Lane: TC aware of a 50 signature petition against development in the area generally based on the fact the residents would overlook land that was expected to have remained rural in nature. Consider that the prospect of coalesce with Rockbeare does not arise and that none of the three criteria in Stgy 8 are met - therefore planning reasons to object. Land to the East of Parson Lane is within Clyst Honiton Parish. (see also CB6) Objection: to the location of the Gypsy and Traveller provision in Treasbeare. It was considered that more integrated site within Treasbeare should be accommodated but if it remains where it is currently located then great care is needed to minimise any

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										impact on the existing settled community by implementing e.g. suitable landscaping and site management plans
56	056 - Individual			CB3; CB11		No	No		Yes	Objection to development within the Treasbeare Green Wedge and the addition of a 1 ha gypsy and Traveller site within this area (see notes under the General Comments section).
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	Policy should be strengthened to restrict density of hot food takeaways within neighbourhood centres in line with NPPG 91 (c.) and SW Draft Model Healthy Weight SPD Suggested policy wording provided
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	no supporting text within the Plan to explain the inclusion or rationale of the pitches although the East Devon Local Plan proposes that some 30 pitches are included at Cranbrook Having reviewed the adopted criteria in Policy H7, it is not apparent how either allocation could realistically be demonstrated to be a satisfactory site In both instances: • there would not be a satisfactory relationship with other neighbouring uses (criteria 1); • the would be a significant adverse impacts on the appearance or character of the landscape or amenity(criteria 4). within Treasbeare there is a clear conflict with the concerns expressed in Policy H7 and the aspiration in para 3.34 of the Cranbrook DPD that “there is an attractive and welcoming entrance to the town the provision of the two traveller sites is not necessary, justified or effective

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144	144 - Boyer Planning	Boyer Planning								Plan seeks to impose rigid framework negating the need for a comprehensive development framework Inconsistency in how the Masterplan should be employed within the Plan making framework Conflict between the Masterplan and flexibility within the policy over location of a school in Bluehayes/Treasbeare Strict adherence to the land uses depicted on the Policies Map is not considered sound, as it does not represent an effective strategy with insufficient flexibility Insufficient evidence for the scale of Neighbourhood centre set out particularly if the Bluehayes expansion area is to be served by the existing area at Younghayes Split of proposed uses is not justified - particularly with reference to meaningful uses which is unclear and poorly defined size requirement of 4.9ha of employment is not adequately explained or justified within the Plan or supporting evidence base and fails to recognise employment provision within other expansion areas Greater clarity over the nature of employment uses envisaged is required flexibility built into this policy in terms of primary school provision is broadly supported but inconsistency over timescales for the two primary schools within the Cranbrook IDP Delivery of the residual 2.41ha of sports land from Cranbrook phase 1 results in loss of otherwise potential developable land and its predetermined location fails to recognise a future masterplanning exercise. Plan fails to evidence need for gypsy and traveller pitches (and the associated quantum) in the identified location. Requirement

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										within the policy should be deleted Discrepancy at paragraph 3.95 on the quantum of land to be safeguarded for District Heating Centre (2ha cf 3ha) SANG land provision should only be brought forward in accordance with the needs of a specific development and not to offset failure to deliver such land by other developers elsewhere
152	152 - Individual									Agree with the need for pedestrian and cycling connections but the comments within the support text/policy do not recognise or provide for links between Broadclyst Station and Bluehayes Expansion area which would allow use of Younghayes facilities and the station
194	194 - Rockbeare Parish Council									Development has been removed from the Green wedge in Rockbeare Parish and the same approach should be afforded to Clyst Honiton Parish Development in any of the green wedge is contrary to Strategy 8 of the Local Plan Parish Council maintains that the visual impact from the encroachment would be harmful to the identity of the settlement Development of the green wedge field would cause significant visual intrusion contrary to Stgy 7 of the Local Plan - harming local views from within Cranbrook including the Country Park but also roads within Rockbeare village
201	201 - Individual			CB3 and CB5						Development of Treasbeare will destroy the green link with Skypark and the Distribution centre Proposed development east of Parsons Lane is unacceptable with the loss of views hedgerows and rural character which is important for the village of Rockbeare

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341	341 - Environment Agency	Environment Agency								Safeguarding of land for SANGS is welcomed floodplain areas will form important green corridors which must integrate with wider GI and SANGS features proximity to the airport means wet areas will need to be carefully designed so as not to attract too many birds
397	397 - Mr M Evans		3.18	CB3; CB24	Yes	No	No	Yes	No	Gypsy and traveller site represents an unjustified erosion of SANGS and intrusion into the green wedge It does not meet planning guidance for such sites as result of its steep sloping site (contravening 3.19 of Section 5 of the "Designing Gypsy and Traveller sites - Good Practice Guide" Site as originally identified within Bluehayes was a far more suitable and justified option Development in general in the green wedge is not justified and is in violation of Strategy 8 of the East Devon Local Plan Development further erodes SANGS and is detrimental to the natural environment, wildlife and visual character of the area. Proposal harms the landscape Green wedge should only be used for sports pitches
399	399 - Mr and Mrs Stevens			CB3	Rockbeare Area		No	Yes	Yes	Development in the westernmost field identified as green wedge in Strategy 8 of the East Devon Local Plan will have a demonstrably harmful impact upon the landscape and contradicts Strategy 7 of the East Devon Local Plan Remove all of the Non Specific Use Allocation areas to the east of the existing Built Up Area Boundary of Cranbrook and replacing this with SANGS. The green wedge to the north and east of Parsons Lane should be protected or utilised only for sports pitch provision Proposed location for the gypsy and traveller site is unjustified The steep sloping site contravenes paragraph 3.19 of Section 5 of the "Designing Gypsy and Traveller sites - Good Practice Guide" It would not provide 'adequate visual privacy' as the planned pitch is located in a very prominent location, on sloping land which is

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										difficult to landscape and risks making the occupiers feel isolated - site is better located in Bluehayes
400	400 - Mr and Mrs Evans		3.18	CB3		No	No	Yes		Properties to the South of London Road, including Cedar Court, are located in Rockbeare and should not be included within the Cranbrook Built up area boundary Development in the green wedge is not justified and is in violation of Strategy 8 of the East Devon Local Plan Development further erodes the SANGS, is unnecessary and is detrimental to the natural environment, wildlife and visual character of the area Is in contradiction to the Strategic Policy outlined CB 15 (delivery of SANGS) and CB 25 (LBDS) Development in the westernmost field identified as green wedge in Strategy 8 will have a harmful impact upon the landscape and contradicts Strategy 7 Remove all of the Non Specific Use Allocation areas to the east of the existing Built Up Area Boundary of Cranbrook and replacing this with SANGS. The green wedge to the north and east of Parsons Lane should be protected or utilised only for sports pitch provision Proposed location for the gypsy and traveller site in the Treasbeare expansion area is unjustified The steep sloping site contravenes paragraph 3.19 of Section 5 of the "Designing Gypsy and Traveller sites - Good Practice Guide" Site doesn't give the Travellers or settled occupants the visual privacy as set out in section 3.5
401	401 - Mr J Allen			CB3 & CB5		No	No	No	Yes	proposed plan contradicts previous public undertakings and in contravention of the Rockbeare Neighbourhood Plan in respect of both the Treasbeare and Grange areas. EDDC have refused to cooperate with the wishes of the local parish councils, but insisted on driving through their own agenda Plan proposes to split areas of Cranbrook from the main

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										development area across a major traffic route that is used by a significant number of vehicles Risks isolating those parts of the proposed community from the main town and poses a significant risk to those attempting to cross an increasingly busy road No attempt has been made to offer safer crossing facilities Cranbrook development has already deviated significantly from its design documents and policies in terms of bio-diversity The Treasbeare proposal (CB3) is too close to the airport with many Rockbeare residents aware of noise from the airport: night departures and arrivals, the air ambulance and police helicopter operations and training. This area is much closer and proposed residents will be constantly exposed to noise and air pollution
402	402 - Miss H Evans		3.18	CB3 CB24	Yes	No	No	Yes	No	Proposed location for the gypsy and traveller site in the Treasbeare expansion area is unjustified The steep sloping site contravenes paragraph 3.19 of Section 5 of the "Designing Gypsy and Traveller sites - Good Practice Guide" Site doesn't give the Travellers or settled occupants the visual privacy as set out in section 3.5
404	404 - Cedar Court Management Company	Cedar Court Residents Management Company Ltd					No			Gypsy and traveller site is an unjustified erosion of SANGs and intrusion into the green wedge The steep sloping site contravenes paragraph 3.19 of Section 5 of the "Designing Gypsy and Traveller sites - Good Practice Guide" Site would not provide 'adequate visual privacy' as the planned pitch is located in a very prominent location Site is difficult to landscape and risks making the occupiers feel isolated - site is better located in Bluehayes
405	405 - Ms J Kirk-Willis		Bullt pt 10; 3.18; London Road Commercial	Treasbeare Expansion CB24	CB3; CB24; CB25	No	No	Yes	Yes	Plan is contrary to Stgy 8 of the Local Plan by developing in the green wedge Development further erodes the SANGS, is unnecessary and is detrimental to the natural environment, wildlife and visual,

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										character of the area Proposal contradict Stgys CB15 (Delivery of SANGS) and 25 (LBDS) Development in the westernmost field identified as green wedge has a harmful impact upon the landscape and contradicts Strategy 7 of the LP Green wedge to the north and east of Parsons Lane should be protected or utilised for sports pitch provision only Gypsy and Traveller site does not meet the guidance for such sites and further erodes SANGS The site would not provide 'adequate visual privacy' as the planned pitch is located in a very prominent location Site is difficult to landscape and risks making the occupiers feel isolated - site is better located in Bluehayes
422	422 - Mrs L Richards		4.66	CB25 CB3		No	No	No	No	Need to consider how noise from the engine testing facility affects existing properties
423	423 - Individual									Development here would ruin good agricultural land Could hinder the expansion of the airport now that two major companies fly from there Development area is also under the flight path
427	427 - Individual									The ridge line which is used to define the extent of Treasbeare runs along Parsons Lane East of Parson Lane is in the green wedge and should not be developed - developing as proposed would be highly visible and close the gap with Rockbeare

Comments in respect of CB4 - Cobdens Expansion Area

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB4 Cobdens Expansion Area
45	045 - Individual		3.30	CB4						Cobdens area has a long standing heritage and is mentioned in the Domesday Book - Development as proposed does not fit with the Councils recognition of the mediaeval character and landscape of the area. There is no logic to the closure of Cobdens Lane - limiting access to the village of Whimple; and risking safety of residents in the residential area who may have to negotiate large farm machinery passing through their area. Development should be halted until development meets its carbon emissions target. Further development will increase risk of the flooding in an area which is already prone to flooding. Policy E4 (Rural diversification) of the Local Plan sets 7 criteria which must be met in full before development of Cobdens Whimple has its own unique character and erosion of the Green Wedge by development is a real threat to the essence of the village. Siting of the Gypsy and Traveller pitch is too remote from services offered by the town of Cranbrook Development will place increased burden on infrastructure including health care (not met by the Health and Well being hub) and schools
46	046 - Individual		3.30	CB4						Cobdens area has a long standing heritage and is mentioned in the Domesday Book - Development as proposed does not fit with the Councils recognition of the mediaeval character and landscape of the area. There is no logic to the closure of Cobdens Lane - limiting access to the village of Whimple; and risking safety of residents in the residential area who may have to negotiate large farm machinery passing through their area. Development should be halted until development meets its carbon emissions target. Further development will increase risk of the flooding in an area which is

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

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										already prone to flooding. Policy E4 (Rural diversification) of the Local Plan sets 7 criteria which must be met in full before development of Cobdens Whimble has its own unique character and erosion of the Green Wedge by development is a real threat to the essence of the village. Siting of the Gypsy and Traveller pitch is too remote from services offered by the town of Cranbrook Development will place increased burden on infrastructure including health care (not met by the Health and Well being hub) and schools
49	049 - Cranbrook Town Council									Proposals are broadly welcomed (See also CB6) Gypsy and Traveller provision - see general notes
52	052 - Mr J Harris			(CB4)	Cobdens Expansion Area	No	No	No	No.	Proposals break three previous promises: No development east of the high voltage power lines No development south of the B3174 (former London Road) No development east of the Cobdens Lane which defines a green wedge between Whimble and Cranbrook. Cobdens Lane is an important route to Whimble and back up route when the Church Road is closed. If closed this will changes the relationship between Cranbrook and Whimble. Congestion within the lane will result. Once breached there is no clear boundary between the two settlements. there should be no vehicle access from Cranbrook onto Cobdens Lane
53	053 - Dr N Harris			Schools and Healthcare	Cobden Expansion Area	No	No	No	No.	Cobdens Lane is important: providing access for business and farms as an alternative to A30; Could be overused if joined to Cranbrook; provides natural; break between the two settlements. Increased traffic on the former London Road; crossing points to south of old A30 London road will further hamper traffic flow;

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										with no school provision on the Grange site, children will need to cross this major road, with safety implications; Insufficient frequent transport for all residents along the old A30; Access into EXETER improvements essential before further building and population expansion; Consider provision of park and Ride; Eco credential not currently met and would be made worse by developing the Green wedge between Cranbrook and Whimble
57	057 - Alder King on behalf of Mr and Mrs Horn	Alder King		CB4			No			Object to the requirement for 10 permanent gypsy and traveller sites . This number will impact on delivery of the expansion area and undermines/conflicts with Policy H7 of the East Devon Local Plan which states that permanent sites should be conveniently located for access to existing community services and facilities and within 30 minutes travel time by public transport, walking or cycling of a primary school". No evidence from the Council as to why this is the best location and should be relocated to be better integrated (in a similar manner to that under Policy CB3). Object to the closure of Cobdens Lane as it would affect an existing road haulage business which uses this road - it would be unsuitable to move such vehicles through a residential area. Plan is not sound as it is based on insufficient landscape and visual evidence which excludes the gypsy and traveller site east of Cobdens Lane. This is important as it would form the gateway to the town and is within close proximity to Grade II listed farmhouse
64	064 - Whimble Parish Council									See notes under the general comments tab. Development of the green wedge breaches Strategies 6, 7 and 8 of the local Plan and sets a dangerous precedent. A proposed route through Cranbrook is both impractical and dangerous; oppose any links off Cobden Lane into Cranbrook as this turns a country lane into a rat run; WPC is pleased to see the land to the East of Cobdens has high ecological

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										and aesthetic value. The hill is visually prominent and should not be developed with the existing green wedge retained; parkland will create a robust boundary to development and protect the 'green wedge' and setting in Whimble; Local residents have water pipes and services running under the triangle piece of land and what consideration has been given to these; Density of the existing town is at odds with the local rural character; Cobden Lane is too isolated from facilities within the town. Gypsy and traveller pitch will be prominent failing to give communities the visual privacy that is set out within the Local Authority's good practice guide.
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	Policy should be strengthened to restrict density of hot food takeaways within neighbourhood centres in line with NPPG 91 (c.) and SW Draft Model Healthy Weight SPD Suggested policy wording provided SEN land should be identified/agreed with developers prior to commencement of development
144	144 - Boyer Planning	Boyer Planning								concerns in relation to the apportionment of supporting uses at Cobdens and note that the sports provision is far less than that proposed at Treasbeare
145	145 - Bell Cornwell LLP on behalf of Cranbrook LVA LLP	Bell Cornwell LLP		CB4, CB6, CB7, CB11, CB12, CB15, CB17, CB20, CB21, CB23	CB4	Yes	No	Yes *but note that the LPA have not made Three Dragons toolkit available	Yes	do not dispute the need for a local centre within Cobdens but this should not be split across multiple ownerships - this will cause timing and delivery difficulty. Amend policies map and masterplan to relocate centre entirely east of Farlands site (north or south of London Road) Concern that the location of a Junior Sports pitch on Farlands land places an unfair burden prejudicing delivery of the site

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										A JSP in a residential development away from the rest of the sports hub is not suitable impacts from the use of this pitch could be detrimental to the amenity of future occupiers Pitch should be located with main sports hub in Treasbeare Concern about location of Gypsy and traveller site and the negative impacts on future sales, value and viability - previously explored as part of the Mid Devon Local Plan Review. this issue has not been sufficiently addressed within the viability report. Need for facility should be deleted from policy requirement and dealt with after DPD finalised. it is not practicable or viable for landowners/developers to fund the undergrounding of the pylons - cost benefit does not work for this site. Space under pylons should be put to alternative uses. Such work could also delay the timing for delivery. Policy should be amended to ensure that development doesn't preclude the undergrounding work rather than being an outright requirement.
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	Majority of land within Persimmons control and is deliverable - more houses than identified is achievable and Policy provision should allow for up to 1700 DPD only facilitates development on ca 110 ha and there are significant infrastructure requirements required which are disproportionately distributed Gypsy and Traveller sites need to be suitable for occupants and have an acceptable impact on others - current locations will impact on land value, sales rates and future sales - evidenced in responses from land agents and lender also submitted

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

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										Consideration should be given to offsite provision (as TDC agreed). Lack of evidence justifying current locations In the interests of balance and fairness cemetery requirement should be accommodated at the Grange
194	194 - Rockbeare Parish Council									Development has been removed from the Green wedge but is still proposed in Rockbeare Parish. Development of this areas ignores policies within the made Neighbourhood plan - Rock 01, 02, 04 and 07
274	274 - F Harris			Infrastructure and facilities	Cobden Expansion	No	No	No	No	Extension of development beyond Cobdens Lane is breach of previous assurances Impacts on Green belt and wildlife movement but also extends in Whimple Parish Closure of Cobdens Lane will increase commuting time; direct access to Cranbrook will increase traffic within the village centre
286	286 - Individual									Development towards Cobdens Lane was expected but it is essential that promised services and facilities are delivered School and health facilities (and the town centre) must be available for the new residents Current plans extends beyond Cobdens Lane and breaches a defined boundary Cobdens Lane is an alternative access to Whimple and the main access for farm traffic - it must remain open Access to Cobdens Lane from cranbrook risks it becoming a short cut with increase accidents Gypsy and Traveller site is in Whimple Parish in the open countryside and in a location which should not be open to development - there are brown field sites nearer to the M5 which would be suitable Development risks issue associated with the provision of school places and healthcare provision

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337	337 - David Lock Associates for Persimmon Homes	David Lock Associates		CB4		Yes	No	Yes	Yes	Mixed use allocation is strongly supported and the site is confirmed as a highly sustainable development option that is unconstrained by environmental factors Subject to the issuing of pp an early start on site is possible Requirement for Comprehensive Development scheme is not appropriate or necessary given that the majority of the expansion area is held by a single developer and sits within a regulated framework already. such a requirement slows delivery Precise locations for specific uses on the policies map and as set out within the policy is not justified or necessary the allocation of around 1495 is far below the quantum set out in the adopted Local Plan (some 1800) and is at odds with the need to underground Overhead lines. A reduction in the scale of development within the allocated area seems to result in an unfair distribution of community requirements Identification of mixed use areas is not sound (evidenced by the difficulty to deliver the Younghayes Neighbourhood centre in Cranbrook Phase 1) and is derived from an overly prescriptive approach taken within policy which is unevidenced. Need for adaptability of premises is not justified Meanwhile uses confuse land use principle and risk the delivery of the mixed use areas While there is an attempt to equalise costs of infrastructure it fails to take account of land take - SEN, Place of worship and Cemetery land could be moved to Grange to help address this Stipulations for allotment provision are unclear SANGS approach fails to allow for the possibility that an alternative Appropriate Assessment resulting different mitigation Lack of rationale for location of Gypsy and traveller pitches which does not demonstrate a suitable relationship with neighbouring uses and would adversely affect the character of the area/landscape. Such obligations also risk delivery of the expansion area Suggested amendments to the plan set out within the form

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

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341	341 - Environment Agency	Environment Agency								In light of how much of this expansion area is in the floodplain a clear strategy for developing the site needs to set out. Cobden Lane floods frequently, and therefore its use as a primary route will need to be properly considered and addressed so as to improve the current situation There is a watercourse in the area which is not mapped and which will need to be considered Given current land use in this area water quality benefits are possible provided development is managed Location of the cemetery will need to be carefully considered taking into account proximity to watercourses, groundwater and floodplain. We welcome the safeguarding of land for SANGS
367	367 - Individual		Yes	Yes	Yes	No	No	NO	Yes	Site for gypsy and traveller site is unsuitable because: Access to the site is taken from a busy A road where there have been a number of accidents Little public transport to this area Limited number and range of small shops and only 1 in Whimble - which combined would result in occupiers being reliant on the car to access adequate facilities Existing local school and GP practice are already at capacity and cannot accommodate additional pupils/patients No provision within the area to accommodate additional sewerage Closure of Cobdens Lane will adversely affect access to the village All this requiring expensive improvements to infrastructure
378	378 - Individual						NO		Yes (but only if required)	Lack of objective criteria behind the recommendation to underground only 1 of the overhead lines Costs for such work haven't been established accurately and should be fully understood and articulated Will a tunnel be required under London Road to ensure lines can cross? Underground cables will still require shielding as the electro magnetic radiation is not eliminated Lines should be retained in situ and use to mark the eastern extent of

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										Cranbrook Impacts of retaining the westerly line should be recognised including the discouraging effect when trying to sell new homes near the terminal towers and retained OHL. Retained lines conflict with plan objectives 1, 2, & 3. Homes near lines will be devalued Plan should be changed to remove the potential for homes near these lines
398	398 - Cornerstone Church	Cornerstone Church Cranbrook	5-7 (pg5) Culture Sport and community Objectives; 30 (p13) CB4:54	Delivery and flexibility			No			Serviced land for parsonage and place of worship should not be co-located as this is often detrimental to the clergy
403	403 - Miss S Rapson		10	CB4	CB3/CB4	No	No	No		The proposed Gypsy / Traveller site to the left of Cobden lane is in the parish of "Whimble" The siting would impact on the green wedge between Whimble and Cranbrook and should be relocated elsewhere. Plans set a dangerous precedent of sacrificing Green Wedges DCLG policy for Traveller sites 2015 policy E seeks to resist gypsy and traveller development in the green belt It would be much more cost effective to build, maintain and manage one site at Treasbeare which is better located in terms of access rather two split between Cobdens and Treasbeare - Development of the Triangle/Green Wedge field would have a significant visual impact on the landscape and fails to adhere to Strategy 7 of the East Devon Local Plan DCLG guidance advises against siting sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans" The 16th century hamlet of Cobden and other properties including those yet to be built would be dominated by the proposed Traveller/Gypsy site

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										- along with the added noise and light pollution it would create to these settled community. Direct vehicular access onto London Road from Cobden Lane should be retained as a proposed route through Cranbrook is both impractical and dangerous
407	407 - Exeter Diocesan Board	Exeter Diocesan Board	1.10	CB4 (sub para 11)		Yes	Yes	Yes		support the provision of sub-para 11 of policy CB4, which is commensurate with and mirrors, although to a lesser extent, the provision made in an earlier phase of planning for Cranbrook Co-location of land for parsonage and place of worship would not be considered good practice on the grounds of increased risk to the safety of the resident worker
411	411 - Mr S Davies			CB4			No	No		Encroaches into Whimple Parish to the East of Cobden Lane and will tend toward the coalescence of Cranbrook and Whimple Size of the green wedge between the settlements is reduced in contradiction of Strategy 7 of the Local Plan. sequence of development will deliver the 10 pitches for gypsies and travellers before the rest of the Cobden neighbourhood - instead these should be located closer to the centre of the town site is also remote from other Cranbrook facilities and is on the flood plain

Comments in respect of CB5 - Grange Expansion Area

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB5 Grange Expansion Area
49	049 - Cranbrook Town Council									Proposals are broadly welcomed - particularly the removal of the proposed development from the Rockbeare green Wedge.
60	060 - Baker Estates	Baker Estates		CB5		Yes	No	Yes	Yes	Baker estates control a large part of this expansion area and are keen to deliver the land under their control. Contradictions in policy relating to delivery requiring a comprehensive approach yet also the ability for each promoter to be able bring their land forward independently - Better resolved through placing an obligation on each not to prejudice adjacent delivery and an expectation of cooperation (but not obligation). Supports the aspirations to deal with the 132kv line and more detailed engagement with WPD is needed. Suggested alternative policy wording provided.
62	062 - PCL Planning Ltd in behalf of Waddeton Park Ltd			CB5		No	No		Yes	Object to the omission of land that was previously included within the Preferred document and which no clear audit trail exists. Issues and Options Report recognised that avoiding this land could create a need for development in areas with a higher landscape impact on the village and that development north of Rockbeare is not visible as the village is protected by the sharp ridge line. Stgy 8 of the LP does not preclude such development as was proposed. It appears that omission is as a result of local politics and not sound planning and resulting in greater environmental impact. Development of this identified land allows for: comprehensive frontage to London Road provision of development away from sensitive environments. delivery of SANGS capable of off-setting the impacts of development
64	064 - Whimble Parish Council									the pedestrian cycle route from Grange expansion to Whimble and the Country park is along unsuitable roads No natural boundary to the east of this expansion area which will leave Hand and Pen exposed to future expansion.

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

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136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	Policy should be strengthened to restrict density of hot food takeaways within neighbourhood centres in line with NPPG 91 (c.) and SW Draft Model Healthy Weight SPD Suggested policy wording provided
144	144 - Boyer Planning	Boyer Planning								a number of concerns in relation to the apportionment of supporting uses at Grange there does not appear to be any compelling reason as to why Treasbeare has to provide for more of the supporting uses than Grange
147	147 - McMurdo Land Planning Development on behalf of Stuart Partners Ltd	McMurdo Land Planning Development								supports policy wording which enables the facilitation of a comprehensive movement network within the plan area strongly supports the Council's view that it is considered that development can be accommodated within The Grange Expansion Area without it being visible from Rockbeare village, whilst still retaining adequate separation to prevent coalescence between settlements. The plan must not seek to limit development on the eastern side of Rockbeare where there is development potential and therefore does not support the Green wedge noted within CB15 or Rock 06 (Neighbourhood Plan). Risk that comprehensive development scheme will cause significant delays in delivery
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	Proposed SEN provision should be relocated on the Grange area with Master Plan and policy being updated accordingly
286	286 - Individual									Proposed extension stretched the envelope of development and leave open the possibility for further expansion in due course There is a lack of green wedge protection around Strete Raleigh

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302	302 - Nr N Tatchell		All			No	No	No	Yes	Development in the eastern quarter of the Grange is visible the village - and has been chosen above land at Rockbeare Court Farm which is not visible from the village
341	341 - Environment Agency	Environment Agency								comments on flood risk management, water quality and GI for the Cobdens Expansion Area are, for the most part, also applicable
346	346 - Woodland Trust	Woodland Trust		CB5 & CB15					No	Concerned that Percy Wakley Woods is identified for SANGS under this policy and objects to this pending further discussion Direct and Indirect impacts resulting from allocation and adjacent development
401	401 - Mr J Allen			CB3 & CB5		No	No	No	Yes	This allocation would destroy large areas of natural habitat that currently support populations of deer, hedgehogs, badgers and many other species. Ancient woodlands in the area of the Grange would be permanently lost; Proposals encroach upon designated Green Wedge land set apart in the current EDDC Local Plan.
423	423 - Individual									Loss of good agricultural land failure to honour previous commitments

Comments in respect of CB6 - Cranbrook Infrastructure Delivery

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB6 Cranbrook Infrastructure Delivery
39	039 - Broadclyst Parish Council		3.44-45; 4.65; 4.78	CB1; CB6; CB7; CB9; CB25; CB26	Extent of the Broadclyst Station BUAB - See comments under CB8					Infrastructure is of the utmost importance and must be delivered but without having a negative impact on the wider area including offsite provision for relevant infrastructure. Recommendation for an additional community building in the Bluehayes area which could be located near to SUDS for outside amenity provision and provide enhanced benefits for the Clyst Valley Regional Trail; Capacity for secondary schools needs to be considered taking into account wider west end growth;
40	040 - Regional and City Airports	Planning Prospects Ltd		CB3; CB6; IDP			No		No	Navigational aids are critical to the safe operation of the airport and require upgrading to facilitate the increase of development proposed. This issue is currently not addressed in the IDP. Statements which cover the issue of potential interference with navigational aides will need to accompany all planning applications - including means of addressing, upgrading and funding if required. There is a need to protect safe airport operation through consistent safeguarding oversight. There should be a policy requirement for applicants to engage in pre application discussion with the operators of the airport.
45	045 - Individual		3.30	CB4						See Comments in CB4
49	049 - Cranbrook Town Council									Where possible facilities and infrastructure should be delivered early. Proposals in the Plan for sports pitches are welcomed. There is a need to ensure that these are supplemented with appropriate pavilion facilities to sustain the teams and the associated social activities which are necessary to make the sports clubs sustainable. See comments on CB1

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

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53	053 - Dr N Harris			Schools and Healthcare	Cobden Expansion Area	No	No	No	No.	See CB4
60	060 - Baker Estates	Baker Estates		CB5		Yes	No	Yes	Yes	concern about the cumulative impact of the infrastructure requirements. Assumption that margins can be reduced is flawed and does not reflect the fact that developers can focus investment elsewhere. Policy should address a "what if" scenario.
64	064 - Whimble Parish Council									Lack of existing and confirmed future starts of infrastructure in Cranbrook. Economic model to support a low carbon town does not currently exist. Town centre and additional employment opportunities are required.
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	Some detail contained within the Cranbrook IDP are unsound and will jeopardise the deliverability of infrastructure and the plan as a whole
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	Boundaries are not positively prepared or justified/evidenced. - no Sustainability benefits from the approach adopted - other available. BUAB constrain the ability for the detailed master planning associated with design codes or application to identify a more sustainable outcome Infrastructure requirements are immaterial to the location of the boundary Policy refers to a Cranbrook IDP which has in fact already been prepared. recognition that the IDP should be able to take account of changed circumstances is welcomed an evidence paper on viability issues is separately prepared EDNCp are firmly committed to ongoing discussions with EDDC and Three Dragons now that the material is published For the DPD to be viable it be necessary to: • reduce the expectations placed on the development in respect of affordable housing and other costs; and/or • reduce the expectations placed on the development in terms of

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										infrastructure delivery and section 106 obligations. Policy fails to strike a balance between the aspirations of developers and landowners, in terms of returns against risk, and the aims of the planning system to secure maximum benefits in the public interest A number of such costs, individually or collectively, are unlikely to be able to demonstrate that they are necessary for the development to proceed, directly related to it, are for planning purposes or are proportionate Need to delete references to BUAB from CB6 and Policies map and rely on allocation boundaries Ensure that the IDP remain live document Further update CB6 with reference to costings being viable; id how infrastructure will be secured; recognise need for development in line tests for obligations
145	145 - Bell Cornwell LLP on behalf of Cranbrook LVA LLP	Bell Cornwell LLP		CB4, CB6, CB7, CB11, CB12, CB15, CB17, CB20, CB21, CB23	CB4	Yes	No	Yes *but note that the LPA have not made Three Dragons toolkit available	Yes	overall infrastructure delivery costs associated with bringing their site forward are too burdensome, and the proposed requirements for 15% Affordable Housing and the projected Section 106 payments is unviable all landowners/developers within an expansion area should make specific financial contribution (on per dwelling basis) to the delivery of infrastructure within that expansion area. The landowner whose land is utilised to delivery the infrastructure should not be required to make the payment on the basis they will be providing the land
147	147 - McMurdo Land	McMurdo Land								supports the requirement that to achieve delivery in a fair and coordinated way, an equalisation of costs (as far as possible) needs to be

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	Planning Development on behalf of Stuart Partners Ltd	Planning Development								achieved across the parcels. However the approach needs to be simplified.
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	The Grange benefits significantly from the infrastructure proposed for Cobdens whilst providing very little itself. Where one expansion area loses net developable area to infrastructure which benefits another then the value lost of that residential land needs to be reflected in a reduced Section 106 contribution Requires an alternative approach to the distribution of infrastructure so that it is designed to ensure equitable and fair delivery Questions over the cost assumptions for identified infrastructure
274	274 - F Harris			Infrastructure and facilities	Cobden Expansion	No	No	No	No	Medical facilities in Exeter and at Ottery St Mary are already overstretched and an increase in population will make this worse. Currently no dental facilities in Cranbrook Risk of Whimble Primary School closing as a result of increased school capacity in Cranbrook
315	315 - Network Rail	Network Rail								Previous work undertaken in the vicinity of the crossing does not address the increase in risk that is generated by the change of environment south of the crossing or the increase use in frequency sought by wider rail timetabling improvements To accommodate increase under this policy and CB22 provision of full barriers should be made within the IDP, with a view to amending this to a bridge if required
376	376 - LiveWest	Livewest							No	approach to infrastructure is sensible - support the need for phasing

Comments in respect of CB7 – Phasing

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB7 Phasing
39	039 - Broadclyst Parish Council		3.44-45; 4.65; 4.78	CB1; CB6; CB7; CB9; CB25; CB26	Extent of the Broadclyst Station BUAB - See comments under CB8					Ensure that this policy is sufficiently robust to deliver necessary schools in a timely manner; Safe pedestrian cycle routes between development parcels must be developed prior to first occupation so that students can travel to and from school safely and to reduce reliance on private car.
40	040 - Regional and City Airports	Planning Prospects Ltd		CB3; CB6; IDP			No		No	Safeguarding is a cumulative issue, as well as one relevant to individual applications for all uses, and can sensibly and effectively be addressed in part through the phasing process. The policy should include a requirement which details how Airport safeguarding is to be addressed cumulatively through that phased process
54	054 - Natural England									Accompanying text o CB7 should recognise that SANG is required to be in place ahead of potential impacts occurring. At the end of the 1st sentence in para 3.53, add “: they must be in place and be of a suitable quality before recreational impacts occur”. Para 3.17 of the HRA which recommends that estimated timescales are given for SANG phasing should be addressed within the chapter on phasing.
60	060 - Baker Estates	Baker Estates		CB5		Yes	No	Yes	Yes	Accept that phasing is required but delivery of non residential parts of the allocation need to be at stages agreed during the application rather than in advance of housing. Different developers should not be held to ransom between each other. Occupation restrictions should be removed from the DPD and allowable solutions recognised.
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	Inconsistency between trigger of first primary school between this policy and IDP. DCC seek delivery by the 1st occupation
143	143 - David Lock Associates	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	Phasing strategy for each expansion area is not justified - majority of land in 3 of the 4 expansion areas is largely controlled by 1 developer

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB7 Phasing
	on behalf of East Devon New Community Partners (EDNCp)									Dealt with by single application which will have a single comprehensive s106 approach Details and triggers can be agreed through the s106 and need not be set out within the Plan Trigger for 1st Primary school by 30 occupations is challenging and not evidenced Delivery of central parcels of the expansion areas is not justified and risk running counter to process of infrastructure delivery. Mixed use areas may not be established for many years resulting in poorly connected parcels within each area In the event that a policy is retained then it should: 1. refer to The Grange only 2. delete the second sentence of para 2 (The approach to phasing will also require..." 3. delete the very specific triggers in relation to the delivery of primary schools; 4. delete the penultimate paragraph: "Each phasing strategy must ensure that an overall..."
144	144 - Boyer Planning	Boyer Planning								approach to phasing outlined in CB7 is too prescriptive and extends beyond the scope of strategic policies concern that the phasing strategy for Treasbeare, linked to SANG delivery, will be determined by delivery of housing elsewhere in Cranbrook if the 4.9ha of employment land forms part of the "buffer" allowance, then it would be inappropriate to expect such provision to be provided from the outset

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145	145 - Bell Cornwell LLP on behalf of Cranbrook LVA LLP	Bell Cornwell LLP		CB4, CB6, CB7, CB11, CB12, CB15, CB17, CB20, CB21, CB23	CB4	Yes	No	Yes *but note that the LPA have not made Three Dragons toolkit available	Yes	policy is overly prescriptive and is reliant on multiple landowners/developers reaching agreement on phasing risk of uncertainty and delay in the delivery of the parts of expansion Policy should be more flexible to recognise phasing on a site by site basis rather than as a whole If the school is to be delivered before the 30th dwelling is occupied in the four expansion areas this will inextricably link the four expansion lands together which is not beneficial or necessary
147	147 - McMurdo Land Planning Development on behalf of Stuart Partners Ltd	McMurdo Land Planning Development								attempts to exert very strict controls, with no regard for demand, need and ultimately market forces, over the co-ordinated delivery of housing alongside the social, community, green and commercial infrastructure required, will have a significant impact on viability and thus development delivery. Unclear how some aims can be achieved in practice.
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	The trigger for provision of the first primary school and the impact of this (and of alternative approaches) comprehensively assessed
341	341 - Environment Agency	Environment Agency								pleased to see that SANGS will be delivered alongside or ahead of new housing. This should be the case for on-site GI and SuDS too
362	362 - Highways England	Highways England								We welcome this policy and would request to be consulted on the phasing of the proposed development to ensure the delivery of housing does not exceed the delivery of both employment and sustainable transport measures, to encourage internalisation and sustainable travel from an early stage of development.
376	376 - LiveWest	Livewest							No	social community and physical infrastructure are essential alongside housing and the approach is vitally important for the successful expansion

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427	427 - Individual									It may be too late to change the shopping habits of local residents given the inadequate parking at the Coop and lack of supermarket in the town

Comments in respect of CB8 - Cranbrook and Broadclyst Station

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB8 Cranbrook and Broadclyst Station BUAB
39	039 - Broadclyst Parish Council		3.44-45; 4.65; 4.78	CB1; CB6; CB7; CB9; CB25; CB26	Extent of the Broadclyst Station BUAB - See comments under CB8					The strong sense of community and identity within the Broadclyst Station needs to be recognised and an increased buffer (which could be used as part of the GI and help provide the Clyst Valley Regional Trail) should be provided to help retain this. the BUAB for Broadclyst Station should include land identified within the Broadclyst Neighbourhood Plan and that the plan be updated in accordance within the outcome of a public vote
49	049 - Cranbrook Town Council									Proposals supported
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	the black line representing CB8 excludes land that might need to be proposed for specific uses that will require development - might be better to relay on allocation boundaries as considered within the SA. policy CB8 should be deleted
144	144 - Boyer Planning	Boyer Planning								the extent of the boundary differs substantially across the Expansion Areas in the context of Treasbeare, the boundary lacks any logically defined boundary, cutting across the 'non-specific use allocation' areas and excluding the land identified as the sports hub for Treasbeare it pre-determines the final design scheme necessary to support development at this Expansion Area decision to impose a built-up area boundary is not necessary and counter intuitive to the sustainable growth agenda at Cranbrook

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										If retained, then the boundary for Treasbeare should be defined by the extent of land uses identified on the Policies Map, extending westwards to incorporate safeguarded land and to the east and south east to include the sports hub and wider development area
152	152 - Individual									Boundary line is too close to Broadclyst station and doubts the strength of the commitments made within policy Currently style of housing would not reflect local character if replicated Green buffer required between the two settlements Station road and especially the route over the railway line and the junction with London Road cannot cope with additional traffic Risk of local flooding being increased Loss of wildlife including deer
341	341 - Environment Agency	Environment Agency								requirement that development does not adversely affect the risk of flooding on/off-site should be strengthened and seek for development to reduce flood risk overall
397	397 - Mr M Evans		3.18	CB3; CB24	Yes	No	No	Yes	No	proposal for the Cranbrook built up area boundary to be extended to encompass Rockbeare addresses is not justified Green wedge is in place to resist such proposals Between 'Cranberry Farm Roundabout' and Grange expansion area, boundary for Cranbrook Built up area should be kept to the North of London Road

Comments in respect of CB9 - Public Transport Enhancement

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB9 Public Transport Enhancement
39	039 - Broadclyst Parish Council		3.44-45; 4.65; 4.78	CB1; CB6; CB7; CB9; CB25; CB26	Extent of the Broadclyst Station BUAB - See comments under CB8					Increased bus and train frequencies and improved service intervals at evenings and weekends is necessary
49	049 - Cranbrook Town Council									Bus and train services need to be upgraded. Cranbrook station use has rapidly grown to some 104,000 movements in 2017-18. There is a need to provide a passing loop to deliver a half-hourly train service with the provision of greater resilience and a more frequent bus service including throughout the evening times. 1
53	053 - Dr N Harris			Schools and Healthcare	Cobden Expansion Area	No	No	No	No.	See CB4
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	Second part of the policy relating to bus vices on the primary routes may not be deliverable - unclear on consultation within Stagecoach and therefore further work is required
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	Policy and text appears to require enhancement of bus-based services and of rail based services resulting in substantial sums being sought through the IDP Justification for rail improvements largely absent - there are adequate options for improvement in travel without requiring contributions towards rail. policy for enhanced rail based services should be deleted from the DPD
362	362 - Highways England	Highways England								objective of improving the rail frequency to Cranbrook to a half-hour service into and out of Exeter and its sub-region is strongly supported Any measures taken to encourage rail patronage are welcomed, but provided the addition of an extra station does not serve to impact negatively on the frequency of rail service possible in the future on this part of the rail network

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376	376 - LiveWest	Livewest							No	Enhancements to public transport are to be welcomed
378	378 - Individual						NO		Yes (but only if required)	Para 3.60 Train services at Whimble should not be reduced simply to allow an improvement at Cranbrook To allow Whimble residents to access second station there is a need for a cycle route between Whimble and the station

Comments in respect of CB10 - Safeguarding land for a second station

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB10 Safeguarding land for a second station
49	049 - Cranbrook Town Council									Land is safeguarded for a second station at Strategy CB10. A passing loop is considered to be the priority
64	064 - Whimble Parish Council									A rail loop is needed to ensure that all stations from Axminster have a 30 minute train service
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	Whilst only safeguarding this land there are adverse impact on delivery of SANGS. Recognising CB9 comments and SANGS issue no need for such land
341	341 - Environment Agency	Environment Agency								a better understanding of the flood risks in this location is required and the risk to all infrastructure (e.g. car parking),

Comments in respect of CB11 - Cranbrook affordable Housing

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB11 Cranbrook affordable Housing
23	023 - Tetlow King Planning on behalf of Rentplus UK Ltd			CB11 and supporting text			No		Yes	Reference to intermediate housing is out of date (based on the NPPF) - instead use housing for sale or rent. Recommend that policy refers to 30% "other affordable tenure" as defined; affordable housing provision should be kept more widely under review during plan period.
49	049 - Cranbrook Town Council									Reduction to 15% is supported but the TC wish to be assured that this delivers sufficient funding for the delivery of the appropriate infrastructure
135	135 - Tetlow King Planning on behalf of South West HA Planning Consortium	Tetlow King Planning		CB11 and CB12		Yes	No	Yes	No	Disappointing to see a reduction to 15% AH but this could be set as a minimum (see West of England JSP). The provision should be highest achievable . Support the intention to review as Cranbrook develops Support the balance of 70% rented Policy should reflect that 30% of AH is comprised of "other affordable tenures" as defined within the NPPF Pepper potting would be better described as clustering
141	141 - Home Builders Federation	Home Builders Federation					No		Yes	It is important that the Council understands and tests the influence of all inputs on viability as this determines if land is released for development. Three Dragons conclusions supposes that all of the Council's input assumptions are correct Council is proposing that 30% of 15% representing only 4.5% of total dwellings are affordable home ownership tenure. The Council should provide further evidence to robustly demonstrate its non-compliance with national policy
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	Reference to BUAB is redundant and unnecessary Provision of 15% is AH is unjustified and ineffective (see report under viability notes and CB6) necessary to: • reduce the expectations placed on the development in respect of affordable housing and other costs; and/or • reduce the expectations placed on the development in terms of infrastructure

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Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB11 Cranbrook affordable Housing
										delivery and section 106 obligations Flexibility within the policy is not a effective basis for delivery - Reopening viability at a later stage is inevitably complex and will lead to delay Suggested alterations comprise: Affordable Housing reduced to 10% and section 106 obligation reduced from £17.1m to £8m Scenario 2 Affordable housing reduced to 5% and section 106 reduced to £12.5million
144	144 - Boyer Planning	Boyer Planning								use of 15% is a pragmatic and reasonable approach to the comprehensive strategy for growth at Cranbrook CB11 should include reference to housing market assessments as a basis upon which the tenure split can be agreed giving the policy greater flexibility
145	145 - Bell Cornwell LLP on behalf of Cranbrook LVA LLP	Bell Cornwell LLP		CB4, CB6, CB7, CB11, CB12, CB15, CB17, CB20, CB21, CB23	CB4	Yes	No	Yes *but note that the LPA have not made Three Dragons toolkit available	Yes	adoption of policies set out in the draft Cranbrook DPD are likely to lead to market failure as they will effectively stifle residential development due to the requirement for 15% of Affordable Housing and high Section 106 payments
147	147 - McMurdo Land Planning Development on behalf of Stuart Partners Ltd	McMurdo Land Planning Development								supports the policy direction which states that where a proposal does not meet the above rate that an applicant can submit evidence to demonstrate why 15% provision is not viable or otherwise appropriate, which will promote healthy delivery rates
376	376 - LiveWest	Livewest							No	Reduction to 15% is disappointing as this is considerably lower than the current obligation (30%) and conflicts with the current Local Plan requirement of 25%.

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										Link between infrastructure and lower affordable housing is not proven Policy is unclear as to what tenure is to be delivered as intermediate housing It is unclear as to what type of homes are to be provided as affordable - there should be an emphasis on family houses with private external amenity Lack of mention of homes for the elderly or for those with specific needs. More detail required

Comments in respect of CB12 - Cranbrook Custom and Self Build Housing

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB12 Cranbrook Custom and Self Build Housing
49	049 - Cranbrook Town Council									A requirement to deliver not less than 4% of the expansion areas is supported.
60	060 - Baker Estates	Baker Estates		CB5		Yes	No	Yes	Yes	Provision of custom build by site developer should be permitted rather than having to be sold to a 3rd party/individual. Self build/Custom build is not necessarily cheaper noting the economy of scale . Policy fails in specifying that the 4% can be a moving target as this gives no certainty. Uncertainty over whether self and custom build comprise affordable housing.
135	135 - Tetlow King Planning on behalf of South West HA Planning Consortium	Tetlow King Planning		CB11 and CB12		Yes	No	Yes	No	a justified figure could be provide in regard to the proportion of plots to ensure efficient delivery. Policy should delivery a specific number of the 170 identified plots as affordable
141	141 - Home Builders Federation	Home Builders Federation					No		Yes	Local Plan Inspector did not see that the planning system could make developers sell land to potential rivals. The policy was amended to encourage rather than to require and the same approach should be taken here. Burden for delivery of self and custom build plots should be on the Council not developers Councils Register is not a sound basis for identifying demand it is difficult to envisage the development of single plots by individuals operating alongside this construction activity Logistical difficulties for developers if plots remain unsold or undeveloped which also affects visibility
143	143 - David Lock Associates on behalf of East Devon New Community	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	lack of flexibility result in an inherent ineffectiveness of the policy coupled with lack of justification There is fallibility in the estimates used Totals prescribed are out of kilter with the evidence set out earlier in the report which identify that only three of the 89 persons on the Councils register want a site in Cranbrook

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

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	Partners (EDNCp)									policy CB12 should be deleted
144	144 - Boyer Planning	Boyer Planning								demand for 170 custom / self-build homes is not based on any extrapolation of data from the Self-Build Register Approach to a live policy is not supported as it creates uncertainty and is not justified by any specific evidence
145	145 - Bell Cornwell LLP on behalf of Cranbrook LVA LLP	Bell Cornwell LLP		CB4, CB6, CB7, CB11, CB12, CB15, CB17, CB20, CB21, CB23	CB4	Yes	No	Yes *but note that the LPA have not made Three Dragons toolkit available	Yes	inclusion of this policy as part of this DPD is not justified Whilst there is demand across the district it is clear that there will not be demand for plots on large volume housebuilder sites at Cranbrook. Furthermore, the requirement for 'not less than 4%' is an artificially high figure
147	147 - McMurdo Land Planning Development on behalf of Stuart Partners Ltd	McMurdo Land Planning Development								supports securing greater housing diversity and encouraging high quality design through proposals for custom and self-build housing but: requirements should be permitted off site the requirement for not less than 4% is not achievable and should be considered as up to 4%
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	there is inflexibility in the approach taken which can negatively impact upon delivery of housing
376	376 - LiveWest	Livewest							No	Unclear how this aspiration will be achieved

Comments in respect of CB13 - Delivering Zero Carbon

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB13 Delivering Zero Carbon
49	049 - Cranbrook Town Council									The aim of zero carbon in Cranbrook is welcomed - there should be greater emphasis on building homes which are more energy-efficient and carbon-neutral. Cycle routes form a real opportunity for sustainable transport but these are slow to be delivered.
60	060 - Baker Estates	Baker Estates		CB5		Yes	No	Yes	Yes	Policy identifies requirements which are outside of the control of the applicant. Flexibility is required on how zero carbon is achieved and in exceptional circumstances and off site off set should be permissible - i.e. Carbon neutral rather than Carbon zero. Not all dwellings within Grange can realistically be within 400m of all basic facilities listed
137	137 - AES Sustainability Consultants on behalf of Baker Estates Ltd	AES Sustainability Consultants		CB13						Energy performance of the dwellings with respect to the zero carbon target should be calculated based on the heat network operating at full capacity and maximum efficiency / long term projected carbon intensity On plot CO2 reduction requirements should be limited to 10% improvement on current Building Regulations New phases of Cranbrook will be registered under an updated Part L - proposed changes will have a significant impact on the performance of both CHP plant and heat networks Development should be free to opt not to connect to the network should this undermine the ability to deliver the required performance
141	141 - Home Builders Federation	Home Builders Federation					No		Yes	Council is reminded that all recently built new homes are far more energy efficient than the rest of the existing housing stock Council should comply with the spirit of the Government's intentions and not seek to set an energy standard above Building Regulations Should follow a fabric first approach. There is no stipulation in the NPPF for connection to a network which can be unfair to future consumers

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

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										Standardisation is the key to success avoiding every Council in the country specifying its own approach to energy efficiency
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	Policy is not justified, effective or consistent with National Policy Improvement in sustainability/zero carbon initiative should be through planned progression and a tightening of national and not local standards “Any local requirements for the sustainability of buildings should reflect the Government’s policy for national technical standards”. NPPF para 150. approach to technical standards remains entrenched in the up to date planning practice guidance National consultation later this year is expected to propose a 19% uplift in energy efficiency, to approximately the level of building fabric performance anticipated under the zero carbon 2016 policy Evidence paper supporting the approach is focussed on low not zero carbon Concern with policy: it is unclear if high quality gigabit technology can be inbuilt; - the minimum 19% carbon reduction improvement is stated as policy rather than with any justification as to what technically this means in practice. - there is no evidence to suggest that the monitoring provisions in part 4 of the policy can be delivered No intent or mechanism to convert existing CHP to renewable fuels Risk of a non competitive system for the supply of energy If policy is retained must be clear that it only affects expansion areas not existing pp Additional policy changes suggested
147	147 - McMurdo Land	McMurdo Land								Policy should allow for compliant development to come forward without being held up by a delay in the delivery of infrastructure

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

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	Planning Development on behalf of Stuart Partners Ltd	Planning Development								
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	Any on-plot renewable energy generation requirements will result in additional cost that the VS will not have taken into account No detail on how to achieve private wire (Point 3(A)) and a lack of justification for in use performance details (Point 4)
378	378 - Individual						NO		Yes (but only if required)	Should consider fitting solar panels to new homes to assist with this - without such a measure the plan is unsound

Comments in respect of CB14 - Safeguarding of Land for energy uses

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB14 Safeguarding of Land for energy uses
144	144 - Boyer Planning	Boyer Planning								uncertainty as to whether this land will ultimately be required for this use and therefore flexibility should be included within CB14 and CB3 to allow for alternative uses Quantum of land needs to be clarified
341	341 - Environment Agency	Environment Agency								opposition to any new Anaerobic Digestion plants if the feedstock is to be maize

Comments in respect of CB15 - Delivery of SANGS

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB15 Delivery of SANGS
6	006 - Individual			CB3; CB15; CB22; CB25						access to a stream corridor should be limited to limit disturbance to birds and wildlife; consider a wildlife tunnel under London Road
44	044 - Devon Countryside Access Forum									Welcomes inclusion of policy and the criteria set out. Policy more sound if there was a firm indication of how management would work and what level of maintenance is considered adequate. Additional funding may be required to help with resilience against change including climate change and tree disease. Access using public transport should also be considered. Plan needs to recognise that some users need a safe access other than that by car. Consider how children could safely access the SANGS noting towns demographics
49	049 - Cranbrook Town Council									broadly supported but the Council questions why SANG attract a dowry for ongoing maintenance whereas other open spaces maintained by the Town Council do not. a dowry to cover some 80 years of maintenance has an impact on the delivery of infrastructure
54	054 - Natural England									It is important that paths within SANGs retain a natural character and that over-engineered paths are not provided as a standard feature. We advise that "retain a natural character" is inserted after "Paths that" in clause (h). 2.3km falls short of the recognised length of 2.5km length walks identified in the HRA
62	062 - PCL Planning Ltd in behalf of Waddeton Park Ltd			CB5		No	No		Yes	Issues raised by the policy go to the heart of the plan strategy although this is underplayed by the Council. Clyst Valley Regional Park, as allocated, has to be delivered, in phase with the occupation of new residential development There has been no delivery review of SANGS provision to date, contrary to the comments of the Local Plan Inspector. To be lawful the Cranbrook DPD needs to be prepared in accordance with Strategies 47 and 10. SANGS must be within, or adjacent to the Clyst Valley Regional Park. Without such an approach the HRA can only therefore reach a negative conclusion

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143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	Capable of being made sound: test of acceptable development is not whether development as no likely significant effect on a SPA etc. but whether there is such an effect on “the integrity” of a SPA The evidence that supports the policy is that a small number of people travel from Cranbrook to the SPA sites. A very small proportion of small number of occupations is not a sufficient basis for requiring mitigation to be in place prior to the first occupation test is not that there should be no effect but no significant effect likely to affect the integrity of the SPA. The initial phases of development will not do so. Availability for use before a single dwelling is therefore not necessary Lack of evidence for increase in per household occupation between 2.17 and 2.35 people per dwelling For SANGS delivery Policy should be amended to reflect those factors which are requirements and which are desirables Requirement for parking should be a desirable and not an absolute requirement noting likely origin of users
144	144 - Boyer Planning	Boyer Planning								See comments under CB3
145	145 - Bell Cornwell LLP on behalf of Cranbrook LVA LLP	Bell Cornwell LLP		CB4, CB6, CB7, CB11, CB12, CB15, CB17, CB20, CB21, CB23	CB4	Yes	No	Yes *but note that the LPA have not made Three Dragons toolkit available	Yes	policy clause which allows off-site delivery or an off-site financial contribution to be paid in-lieu of on-site provision is a welcome inclusion level of SANGS contribution for a site such as Farlands should be based on existing use value of the alternative land on which it will be provided together with an amount sufficient to accommodate any necessary modification and maintenance thereafter

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147	147 - McMurdo Land Planning Development on behalf of Stuart Partners Ltd	McMurdo Land Planning Development								disagrees with the SANGS ratios set out in the policy (8ha per 1,000 net new population and an average occupancy will be based on 2.35 per dwelling). Allocation of 100Ha of land is in excess of the 78 Ha as required by policy
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	Potential inequity for delivery of SANGS for Cobdens area as this all falls on Persimmon controlled land Should be explicit within the DPD that differing land interest within an expansion area are compelled to work together if the need to provide "on site" is adhered to. Reliance on other areas for SANGS should be avoided unless a mechanism of compensation/payment exists
341	341 - Environment Agency	Environment Agency								strongly support the principle of this policy and are pleased to see mention of wetlands and open water in point k) of the policy but would also wish to see reference to natural flood management and working with natural processes Difference in quantum needs to be clarified GI and SANGS provision for the previous stages of the Cranbrook development has not been completely delivered and as such the impact of the original development remains unmitigated and without clear direction for delivery of the required mitigation requirement for greater confidence regarding governance and transparency in respect of GI and SANGS Comments also provided on SANGS Strategy document
346	346 - Woodland Trust	Woodland Trust		CB5 & CB15					No	See CB5
374	374 - P Wilcock		3.103	SANGS			No		No	Attempt to allow each developer to deliver their own SANGS is recognised but wording needs to be stronger - both in respect of delivery and their future management HRA recognises many impacts from increased development and its

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Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB15 Delivery of SANGS
										recommendations need to be adopted A legal agreement requiring developers to bring forward their own SANGS would help

Comments in respect of CB16 - Design Code and Place making

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB16 Design Code and Place making
40	040 - Regional and City Airports	Planning Prospects Ltd		CB3; CB6; IDP			No		No	It is not clear when design codes should be approved. Words which state: in advance of the detailed applications" should be added at the end of the first paragraph of the policy
49	049 - Cranbrook Town Council									proposals for quality and design are welcomed as are the proposals for a wide range of well-designed homes. It is acknowledged that the town is, essentially, being delivered by volume builders but this should not detract from the aim of delivering a well-built, well-designed and attractive town with a balanced community. The proposals to provide minimum standards and exclude garage space from the calculation is welcomed
60	060 - Baker Estates	Baker Estates		CB5		Yes	No	Yes	Yes	Policy should be clarified that such a code is not required at Outline stage
133	133 - C2C Planning Consultants	C2C Planning Consultants	Page 13 obj 30 & 31 Para's 3.6 3.9 3.10 3.14	CB2 CB16	Fig 8		No Yes in respect of 3.6		No Yes in respect of Fig 8 (CB16)	Fig 8 - In recent years there has been an attempt to move water away from station Road towards the railway line - this is at odds with the location of the attenuation basin. Remove SUDS pond on land adjacent to the potential self build plots Remove the informal open space adjacent to the self build plots
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	Unsure of reference to the Masterplan reference within CB16 as this is not part of the DPD. Design codes will need to be proportionate and focus on the principles rather than detail

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB16 Design Code and Place making
144	144 - Boyer Planning	Boyer Planning								Concern about the restrictive nature of the implied need to adhere to the land use designations anticipated length of time of development means that it will be important to ensure that there is sufficient flexibility within the Design Code to allow for changes in conditions particularly concerned at the reference that the Code should be based on the layout of development as indicated in the Masterplan Need for the relationship between the comprehensive development scheme required for each Expansion Area and that of the Design Code policy would benefit from being redrafted so that it considers the principles of good development in wider terms
278	278 - Place Land LLP	Place Land		CB16 (masterplan Fig 8)						Plan should clearly state that the Masterplan is indicative and sets out key principles in plan form (not to be used prescriptively). Therefore minor change to the text which should state: “all subsequent or other detailed proposals which come forward within the wider plan area, must demonstrate how they have regard to the key principles and layout of development indicated in the indicative Master plan shown at Figure 8 of this Cranbrook Plan”
341	341 - Environment Agency	Environment Agency								supportive of policy Masterplan: flood map has not been properly represented (Flood Zone 2 is absent) and some watercourses are not marked on the plan - In particular, there is a watercourse running north/south in the vicinity of Southbrook Cottage which is not shown
427	427 - Individual									car parking facilities need to be increased More brick faced housing is better as this lasts longer with less maintenance

Comments in respect of CB17 - Amenity of Future Occupiers

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB17 Amenity of Future Occupiers
40	040 - Regional and City Airports	Planning Prospects Ltd		CB3; CB6; IDP			No		No	4th criteria of policy is inadequate in scope in that it limits assessment to adjacent sites and fail to recognise that Exeter Airport could be impacted by development on a wider area. As such Exeter airport should also be specifically recognised within this strand of the policy.
141	141 - Home Builders Federation	Home Builders Federation					No		Yes	Written Ministerial Statement (WMS) dated 25th March 2015 stated that “the optional new national technical standards should only be required through any new Local Plan policies if they address a clearly evidenced need, and where their impact on viability has been considered There is a requirement that the NDSS should be essential or very important and not just desirable. HBF is not aware that properties are not selling; that people believe their needs are not met; or that Assumptions on cost have not been properly tested Non NDSS compliant dwellings are required to ensure that those on lower incomes can afford a property which has their required number of bedrooms Delivery rates may be affected by the introduction of NDSS
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	the introduction of Nationally Described Space Standards (NDSS) is not sound - in order to adopt NDSS, the LPA must have rigorous assessments outlining the need, viability and consideration of the timing of such proposals impact of the requirement of NDSS upon affordability should also be tested bullet point 1 of Policy CB17 should be deleted
145	145 - Bell Cornwell LLP on behalf of	Bell Cornwell LLP		CB4, CB6, CB7, CB11,	CB4	Yes	No	Yes *but note that the LPA have	Yes	blanket application is not justified by the evidence presented by the LPA

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB17 Amenity of Future Occupiers
	Cranbrook LVA LLP			CB12, CB15, CB17, CB20, CB21, CB23				not made Three Dragons toolkit available		Cranbrook should provide a range of housing standards to ensure affordability for society as a whole including those who cannot afford the NDSS standards
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	See response from HBF re concerns to this policy - Rep No 141. NDSS will increase build cost and case for introduction is not clear Land interests will have been acquired prior to any proposed introduction of the NDSS. Delete Policy
376	376 - LiveWest	Livewest							No	Policy requires high standards of amenity (incl. NDSS) and satisfactory living conditions - standards welcomed

Comments in respect of CB18 - Digital Connectivity

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB18 Digital Connectivity
49	049 - Cranbrook Town Council									provision of fixed and mobile connectivity is welcomed but these should be delivered so that residents have real choice and not be constrained by exclusivity arrangements
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	Policy does not take account of any feasibility considerations and is therefore not justified requirement to provide capacity for more than one provider is overly prescriptive and excessive for this stage. reference to viability is included with policy at the end of the first paragraph and the third paragraph is deleted
147	147 - McMurdo Land Planning Development on behalf of Stuart Partners Ltd	McMurdo Land Planning Development								support
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	Limited justification for this policy and requirements are excessive

Comments in respect of CB19 - Coordinated Sustainable travel

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB19 Coordinated Sustainable travel
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	Definition of travel plan is unclear within the policy; There should be individual travel plans for residential, schools employment retail and leisure developments There should be a separate Cranbrook Sustainable Travel and Parking SPD to accompany the plan
376	376 - LiveWest	Livewest							No	Requirements for a travel plan are welcomed

Comments in respect of CB20 - Plug In and ultra low emission vehicle charging

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB20 Plug In and ultra low emission vehicle charging
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	Policy is not deliverable as DCC will not currently adopt charging points on the highway - part 3 of the policy should be removed
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	overly prescriptive at this stage and makes no reference to the viability assessment of the development policy is therefore not justified and should be deleted
144	144 - Boyer Planning	Boyer Planning								concerns regarding the wider implementation of EV charging points off-plot as well, as how the cost of introducing such points will affect the overall development expenditure related to the site technology could mean that this policy becomes outdated in the short term and does not meet the objective of the Council to achieve higher usage of sustainable transport means Policy should address the aspiration and objective of providing such points rather than consider the detail
145	145 - Bell Cornwell LLP on behalf of Cranbrook LVA LLP	Bell Cornwell LLP		CB4, CB6, CB7, CB11, CB12, CB15, CB17, CB20, CB21, CB23	CB4	Yes	No	Yes *but note that the LPA have not made Three Dragons toolkit available	Yes	impact on viability of these requirements has not been fully explored and understood

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB20 Plug In and ultra low emission vehicle charging
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	insufficient justification for this step-change in infrastructure requirements - particularly in respect of on street parking. (Concern about ownership and maintenance) Requirement to evidence need and costs

Comments in respect of CB21 - Parking at Cranbrook

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB21 Parking at Cranbrook
49	049 - Cranbrook Town Council									The proposals to provide minimum standards and exclude garage space from the calculation is welcomed.
64	064 - Whimble Parish Council									photo on page 34 of the DPD document does not respect anyone with sight impairments, wheelchairs and prams wishing to use pavements. Wider roads and more parking is required
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	No inclusion of explicit bicycle parking standards for non residential uses contrary to Nppf para 104. Policy should refer to Cranbrook Sustainable Travel and Parking SPD
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	requirement of 30% of parking spaces in a residential development parcel to be provided in parking bays adjacent to adoptable streets as unallocated parking in Policy CB21 is not justified nor effective. Approach could limit the amount of on plot parking and conflict with the wish to effectively manage how the street works . Future parking should be included within eh design coding Bicycle storage is not required as a minimum standard in BREEAM assessments and the standards prescribed by EDDC are in excess of the requirements to gain a BREEAM credit for bicycle storage
145	145 - Bell Cornwell LLP on behalf of Cranbrook LVA LLP	Bell Cornwell LLP		CB4, CB6, CB7, CB11, CB12, CB15, CB17, CB20,	CB4	Yes	No	Yes *but note that the LPA have not made Three Dragons toolkit available	Yes	integral garage spaces should not be discounted, particularly where they are based on a dimension sufficient to accommodate a car (3300x6000mm)

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Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB21 Parking at Cranbrook
				CB21, CB23						
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	on plot parking and this should be allowable as the priority (wherever possible) within the policy unallocated parking increases the potential for conflict and importantly can emphasise the prominence of vehicles within the street scene garages should count towards parking space allocation, noting that the Policy requires garages to be constructed to a larger size Unclear how bicycle standards can be achieved for all properties
378	378 - Individual						NO		Yes (but only if required)	Current Cranbrook (phase) streets are clogged with cars and therefore a stronger policy is required Parked cars make roads less safe for children crossing the road and for cyclists Provision within this policy is still inadequate

Comments in respect of CB22 - Cranbrook Town Centre

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB22 Cranbrook Town Centre
6	006 - Individual			CB3; CB15; CB22; CB25						Existing trigger for provision fails to recognise existence of surrounding villages; provision/attraction not made for large chains and supermarket within the plan; temporary units could hinder development;
49	049 - Cranbrook Town Council									needs to be kick-started by investment and support from the County and District Councils as well as commercial delivery through developers. The proposal for temporary uses is welcomed
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	Policy should be strengthened to accommodated greater restrictions on hot food takeaways in line with NPPG 91 (c.) Policy wording suggested
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	policy CB22 is not justified, nor effective, and not consistent with national policy where land has been purchased on the basis of policy and Local Planning Authority requirements at the time, there is no opportunity to revisit the price of land to reflect subsequent more costly policy requirements e.g. No requirement was set out for a Leisure centre which while part funded through the IDP does not take account of land requirement requirement for any site to accommodate a leisure centre would have to be exercised at residential land value policy CB22 should be deleted but if retained - draw no distinction between residential uses on upper floors in para 2 - reference needs to be made only to residential uses - whether on upper floors or not - references to the town square should be amended to town public space to allow for the flexibility of the detailed master plan process to be completed,

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB22 Cranbrook Town Centre
315	315 - Network Rail	Network Rail								economic, social, cultural and civic activities planned for the town centre are likely to draw traffic from the north side of the railway In addition to the above, the plan requires the delivery of additional housing and facilities from that previously proposed
376	376 - LiveWest	Livewest							No	Support the desire to refresh the vision and policy for the town centre and this needs to be a priority focus. Use of land for temporary/flexible use is welcomed but it is essential that town centre delivery is not delayed

Comments in respect of CB23 - Residential development in the Town Centre and Neighbourhood centre

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB23 Residential development in the Town Centre and Neighbourhood centre
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	See comments on CB22 The extent to which residential uses above other commercial uses is possible is not evidenced in the DPD feasibility and viability of densities in this location is not proven Paragraph three is not justified or effective It must not be the function of the DPD to recast policy and commitments that were the foundation of the purchase of the site
145	145 - Bell Cornwell LLP on behalf of Cranbrook LVA LLP	Bell Cornwell LLP		CB4, CB6, CB7, CB11, CB12, CB15, CB17, CB20, CB21, CB23	CB4	Yes	No	Yes *but note that the LPA have not made Three Dragons toolkit available	Yes	centres can be better located we support the flexibility of some ground floor levels being capable of being converted to business and retail activity in the future. Great care should be given to ensure there is not an overprovision of ground floor commercial space in local centres
341	341 - Environment Agency	Environment Agency								Need to demonstrate that higher density in TC remains compatible with the GI and SUDS as these features require specific space
378	378 - Individual						NO		Yes (but only if required)	para 4.59 Any increase in density will result in further parking problems and would need to be property addressed

Comments in respect of CB24 - London Road Commercial and retail proposals

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB24 London Road Commercial and retail proposals
49	049 - Cranbrook Town Council									Policy not supported - such development would not encourage passing trade; would result in harm to the town centre and cause parking issues.
397	397 - Mr M Evans		3.18	CB3; CB24	Yes	No	No	Yes	No	I support the provision of safe cycling routes. There is currently no safe direct route along the A30 between the western and eastern extents of Cranbrook. commercial zone is not justified when there is already a significant area set aside for Town Centre Development of business and commercial units along London Road is likely to undermine and compromise the viability and sustainability for the proposed Town Centre CB24 should be deleted
399	399 - Mr and Mrs Stevens			CB3	Rockbeare Area		No	Yes	Yes	Development of London Road as a commercial zone is not justified when there is already a significant areas set aside for Cranbrook Town Centre Likely to undermine and compromise the viability and sustainability for the proposed Cranbrook Town Centre Policy Provision should be removed for this area
400	400 - Mr and Mrs Evans		3.18	CB3		No	No	Yes		Development of London Road as a commercial zone is not justified when there is already a significant areas set aside for Cranbrook Town Centre Likely to undermine and compromise the viability and sustainability for the proposed Cranbrook Town Centre Policy Provision should be removed for this area
402	402 - Miss H Evans		3.18	CB3 CB24	Yes	No	No	Yes	No	commercial zone is not justified when there is already a significant areas set aside for the Town Centre. Development of business and commercial entities along London Road is

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB24 London Road Commercial and retail proposals
										likely to undermine and compromise the viability and sustainability for the proposed Cranbrook Town Centre and designation should be deleted
404	404 - Cedar Court Management Company	Cedar Court Residents Management Company Ltd					No			commercial zone is not justified when there is already a significant areas set aside for the Town Centre. Development of business and commercial entities along London Road is likely to undermine and compromise the viability and sustainability for the proposed Cranbrook Town Centre and designation should be deleted
405	405 - Ms J Kirk-Willis		Bullt pt 10; 3.18; London Road Commercial	Treasbeare Expansion CB24	CB3; CB24; CB25	No	No	Yes	Yes	commercial zone is not justified when there is already a significant areas set aside for the Town Centre. Development of business and commercial entities along London Road is likely to undermine and compromise the viability and sustainability for the proposed Cranbrook Town Centre and designation should be delete
427	427 - Individual									An area of land to the south of the London Road appears to have been annexed for Cranbrook with no good reason Not appropriate to change these properties from residential to commercial or to have fast food outlet in the area Existing business are limited to 3 and do not form an attractive gateway to the town centre Road at this point is too narrow to facilitate stopping cars or deliveries Town centre needs a supermarket not this extension which is artificial Improvements to highway including safe pavement would also make an important difference

Comments in respect of CB25 - London Road Improvements

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB25 London Road Improvements
6	006 - Individual			CB3; CB15; CB22; CB25						development requires a low profile footbridge to address safety concerns.
39	039 - Broadclyst Parish Council		3.44-45; 4.65; 4.78	CB1; CB6; CB7; CB9; CB25; CB26	Extent of the Broadclyst Station BUAB - See comments under CB8					Support for the urbanisation of London Road - request that developer contributions are relative to the parcels coming forward (especially in relation to safe crossing points). Also See CB2
49	049 - Cranbrook Town Council									proposals are broadly welcomed but need to remember that London Road will remain a through route for both residents of Cranbrook and the local villages as it is the only substantial route to and from other main settlements. It is also a diversionary route for the A30 and will provide connectivity to many large-scale businesses
53	053 - Dr N Harris			Schools and Healthcare	Cobden Expansion Area	No	No	No	No.	See CB4
64	064 - Whimble Parish Council									Existing narrow road with sharp bends. Daisymount junction has a high accident rate - junction will struggle to cope with the additional traffic. No mention of segregated cycle lanes, pedestrian footpaths or road realignment
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	See comments on viability
147	147 - McMurdo Land Planning Development on behalf of	McMurdo Land Planning Development								welcomes the improvements to London Road and proposals for it as set out in The Cranbrook Plan. However it is inevitable that the changes along London Road needed to implement development and the linkages required will result in impacts upon hedgerow and trees and that the character of the road will change

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

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	Stuart Partners Ltd									
341	341 - Environment Agency	Environment Agency								concur that managed control of surface water and culvert improvements here are necessary
399	399 - Mr and Mrs Stevens			CB3	Rockbeare Area		No	Yes	Yes	Support the provision of safe cycling and pedestrian routes Traffic calming measures, reduction of speed limit, improvements to the pavements and installation of proper crossing points along the stretch of road between the Jack in the Green and the Murco Garage
402	402 - Miss H Evans		3.18	CB3 CB24	Yes	No	No	Yes	No	support the provision of safe cycling routes. There is currently no safe direct route along the A30 between the western and eastern extents of Cranbrook
404	404 - Cedar Court Management Company	Cedar Court Residents Management Company Ltd					No			Support the provision of safe cycling and pedestrian routes. There is currently no safe direct route along the A30 between the western and eastern extents of Cranbrook.
405	405 - Ms J Kirk-Willis		Bullt pt 10; 3.18; London Road Commercial	Treasbeare Expansion CB24	CB3; CB24; CB25	No	No	Yes	Yes	Support the provision of safe cycling and pedestrian routes. There is currently no safe direct route along the A30 between the western and eastern extents of Cranbrook.
422	422 - Mrs L Richards		4.66	CB25 CB3		No	No	No	No	Need to ensure that adequate provision is made for access existing and retained local property Suggestion that Treasbeare Lane is blocked above 2 Treasbeare Cottages to improve safety Gateway bridge may affect local properties

Comments in respect of CB26 - Allotments

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB26 Allotments
39	039 - Broadclyst Parish Council		3.44-45; 4.65; 4.78	CB1; CB6; CB7; CB9; CB25; CB26	Extent of the Broadclyst Station BUAB - See comments under CB8					Allotment provision and its management needs to be properly addressed
49	049 - Cranbrook Town Council									There is a need to ensure that there is enough provision to meet demand. Community storage is not felt to be the way forward as most allotment holders will prefer their own locked storage. It is noted that a communal toilet is required; this needs to be included in the original delivery
147	147 - McMurdo Land Planning Development on behalf of Stuart Partners Ltd	McMurdo Land Planning Development								support

Comments in respect of CB27 Landscape Biodiversity and Drainage

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB27 Landscape Biodiversity and Drainage
39	039 - Broadclyst Parish Council		3.44-45; 4.65; 4.78	CB1; CB6; CB7; CB9; CB25; CB26	Extent of the Broadclyst Station BUAB - See comments under CB8					Additional SUDS be shown on Masterplan in accordance with Parish Council submitted plan to address known flood issues; A full ecological survey is required before development proceeds to ensure that development takes account of known protected species in the area
49	049 - Cranbrook Town Council									proposals are welcomed but there is a need to balance this with the financial demands on the town's community if the Town Council is to continue to be responsible for ongoing maintenance
54	054 - Natural England									Advise that 'net gain for biodiversity' be included as a specific component to be included within each Landscape, Biodiversity and Drainage Strategy (LBDS). We suggest the following wording is added to clause 2 "and delivers biodiversity net gain"
341	341 - Environment Agency	Environment Agency								welcome the holistic approach set out in this policy but there is no mention of water courses

Comments in respect of CB28 - Design and Construction of Sports Pitches

No comments were logged specifically against this policy.

Comments in respect of CB29 - Tillhouse Farm redevelopment

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	CB29 Tillhouse Farm redevelopment
49	049 - Cranbrook Town Council									restoration of the farm complex and bringing it back to its original heritage as a public asset appears undeliverable. restoration will not have any substantial heritage value. opportunity is there to create a new development which reflects and responds to the style and character of the original farmhouse and courtyard
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	para 4.95 and policy Policy as currently drafted is not consistent with national policy and does not refer to the consideration of the remaining significance of the heritage asset. Does not countenance the potential for a replacement building reference within policy and supporting text simply to restoration and conservation should be deleted.

Comments in respect of Viability/IDP – Noting that: Priority 1 - P1; Priority 2 - P2; and Priority 3 - P3 - (as a specific issue)

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	Viability/IDP Priority 1 - P1 Priority 2 - P2 Priority 3 - P3
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	Inconsistencies between: Section 2.18 cf. Apdx 1 and Apdx item 18 - Rail improvements/sustainable transport projects should be listed as P1 Travel Planning should be listed as Critical and funding allocated to this component is too low and lacks indexation Upgrading of London Road should be Critical as it is fundamental to Policy CB25 Notes should indicate that costing for all education requirements will need to be index linked from March 2015 Off site walking and cycling (Apdx 1 Cat 3) should be classified as critical - cf. section 2.19 where it is noted that strategic cycle route of priority 1 Cost of all sustainable transport items identified should be index linked
141	141 - Home Builders Federation	Home Builders Federation					No		Yes	Concern about the following assumptions: S106 allowance of only £16,828 per plot may under-estimate the actual cost of S106 contributions ; • mid-range developer profit may under-estimate potential risks associated with large strategic sites ; • the inclusion of costs associated with higher zero carbon standards in the cost of plot abnormalities ; • limited typology testing of Nationally Described Space Standards ; • the lack of transparency in accounting for self / custom build plots. Council should provide a disaggregated breakdown of assumed abnormal costs which clearly identifies financial amounts attributed to foundations, delivering zero carbon policy compliance and any other items categorised as abnormal
143	143 - David Lock Associates on behalf of East Devon	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	wholly inappropriate to deviate from the adoption of the same benchmark rate across the development, including SANGs. As such the benchmark rate of £300,000 should apply to all land necessitated by the development - including SANGs a “blended” benchmark rate is substantially underestimated as

Schedule of summary of comments, in policy order, received on the Cranbrook Plan during consultation from 11 March 2019 to 24 April 2019

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	Viability/IDP Priority 1 - P1 Priority 2 - P2 Priority 3 - P3
	New Community Partners (EDNCp)									it relies upon a Land Use Budget in Table 6.2 of the Viability Study which underestimates significantly the land required to deliver the expansion areas no basis for assuming that the overall level of risk is reduced in the Cranbrook expansion areas scale of investment has therefore not declined but grown significantly since the first phase of Cranbrook development further substantial area of concern and discrepancy is the treatment of income from affordable housing Alternative scenarios for making the plan viable given within the CB6 submission
144	144 - Boyer Planning	Boyer Planning								Need to be cautious of using values reported in land title certificates where this may fail to reflect the full detail of negotiated transactions and option agreements. land value adopted by Three Dragons is at the lower end of the range based on HCA guidance from 2010 on "Transparent Assumptions" - scope to argue the case for an increased land value. A land value closer to £300,000 per hectare (£121,500 per acre) would be more appropriate for the purpose of a viability assessment land values attributed for the employment sites are too high Not clear in the Three Dragons Study what allowance is made for the effect of the Help to Buy factor in supporting house prices Three Dragons sales values are too high based on the current market evidence; For Custom and Self build not certain values identified refer to return to the developer in providing a serviced plot or an allowance for the self-builder to achieve an equity return of 15% on the completed units With the exception of the 2 and 3 bedroom terraces, the transfer value estimates are similar although this is important given that this is the most popular form of housing on Cranbrook Transfer values for 2 and 3 bedroom terraced homes appear high - there is need to

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										include/retain scope to negotiate value inputs into future viability assessments total infrastructure costs to be met across all four areas will reflect £27,145 per proposed dwelling. and site specific costs for Treasbeare are both considered to be excessive Additional comments on fees finance costs in the current market, with added market uncertainty and risk of economic slowdown, developers are targeting returns in excess of 20%
145	145 - Bell Cornwell LLP on behalf of Cranbrook LVA LLP	Bell Cornwell LLP		CB4, CB6, CB7, CB11, CB12, CB15, CB17, CB20, CB21, CB23	CB4	Yes	No	Yes *but note that the LPA have not made Three Dragons toolkit available	Yes	Paragraph 57 of the NPPF is clear that, "...All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available." Failure to disclose the toolkit questions the Local Authority's Statuted Duty to Cooperate. no supporting justification nor precedent for their adjustment to build costs - index is approximately 9 months out of date and does not reflect current costs or inflation over the interim period BCIS Estate House General Index accounts for these variables and is the industry norm for area wide assessments (see appeal decision included - APP/B1740/W/18/3209706) Cost of undergrounding the pylons is underestimated ca £8M cf £4.9M There will need to be flexibility in the requirement for EV charging GDV will need to be accurately reassessed - currently GDVs sued by Three Dragons do not follow market norms. It does not appear that financial sales incentives have been used in the assessment of GDVs. Affordable Housing GDVs appear high compared to actual contracts agreed with RPs in the area. housing trajectory outlined in Section 6.2.5 and Table 6.5 is overly optimistic in terms of delivery - recommend that these targets are extended with a slower period of

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										delivery which takes into account the additional private units Whilst Cranbrook is already partially under construction, this should not justify the assumption of a lower profit margin. in addition higher profit margin is required for a number of reasons in order to incentivise a developer to commit to the scheme of this magnitude and with this timeframe for delivery. Without the toolkit it is impossible to assess the key variable of cash flow When assessing Benchmark Land Value, it is unrealistic to expect a farmer to sell land for community use and/or SANG for less than their Benchmark Land Value for other elements of a scheme Whilst there may be a small capital receipt for the sale of plots, this money does not take into account the negative impact on nearby house prices, mortgage availability and viability (see advice from L and G) Other comments on specific policy requirement noted - together with sensitivity testing
184	184 -	Persimmon Homes South West	IDP	see policy section					Yes	DPD as currently presented fails to adequately acknowledge the value of residential development land lost to infrastructure The VS and the cost and revenue assumptions therein to be reviewed and revised to ensure it is accurate and provides suitable justification for the DPD PHSW challenges the assumptions relating to trajectory of housing delivery (para 6.2.5 Table 6.5) A peak of 585 units per annum across the expansion areas between 2024 and 2028 would constitute a sustained high level of delivery and is over ambitious

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										Any on-plot renewable energy generation requirements will result in additional cost that the VS will not have taken into account

Comments in respect of Policies Map (as a specific issue)

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	Policies Map
136	136 - Devon County Council	Devon County Council	Objective 15	CB1;	Yes	Yes	No	Yes	Yes	Education land in Bluehayes or Treasbeare should be identified as at Cobdens
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	principal concern relating to the Built-Up area boundaries is that they are not evidenced or justified and may be in the wrong place - only half the town has permission so far and therefore boundaries are subject to refinement/change Policies CB2, 3, 4 and 5 set locations for specific uses without justification • the BUAB of Cranbrook and reference to policy CB8 should be deleted from the Policies Map with reliance placed instead on allocation boundaries insofar as any boundaries are necessary; • The neighbourhood centres should be removed from the Policies Map with reliance placed instead on the allocations within policies CB2-5; • the Cobdens Education Land should be removed from the Policies Map with reliance placed instead on the allocation within policy CB4; • the Gypsy and Traveller allocations should be removed from the Policies Map; • the inclusion in the plan, for absolute clarity, the reference from the SA - "It is reiterated that the Masterplan is not part of the DPD, it is evidence that has informed the DPD..."

Comments in respect of Sustainability Appraisal (as a specific issue)

Rep No	Respondent Details	Agent if used	Para	Policy	Policies Map	Is the plan Legally Compliant	Is the plan Sound	Does the plan comply with the duty to cooperate	Do you wish to participate in the oral examination?	SA comments
143	143 - David Lock Associates on behalf of East Devon New Community Partners (EDNCp)	David Lock Associates		CB6; CB7;		Yes	No	Yes	Yes	Justification needed for BUAB within CB6 rep.
144	144 - Boyer Planning	Boyer Planning								paras 3.35-6 of rep proposed approach to allocate only employment land at the Treasbeare Expansion Area does not reflect the findings of the Council's own SA process 3.77 Location and distribution of gypsy and traveller pitches
367	367 - Individual		Yes	Yes	Yes	No	No	NO	Yes	2017 confirms that the plan lacks any objective and as such fails to meet the legal requirements of under s(20)(5)(a) and the duty to cooperate under S20 (5)© of the PCPA. No info in the LDS that key stages in the production of any plans have been prepared SA (2017) confirms that the scheme has been prepared by developers with no input from a Local Government Policy that complies with LDS SA does not reflect social, environmental and economic factors with any detailed information