

Clerks Report

NOVEMBER 2017

1. LIDL TRAFFIC

Reports that many of the Lidl lorries are not using the Clyst Honiton Bypass have been received. It seems they are using the C road which goes past the Clyst Honiton and through Blackhorse village towards Junction 29 past the Science Park.

This was reported to Lidl, who promised immediate action to reinforce the route to suppliers.

2. POLICE UPDATE

A new PC started at Ottery on 6th November taking numbers back up to four (two PCSOs and two PCs). PC Claire Dye will be covering the Ottery St Mary/West Hill area; PC Paul Vaughan will continue to cover the Broadclyst end of the patch.

3. CHANGES TO THE PARISHES TOGETHER FUND FOR THE FINANCIAL YEAR 2018/2019

The rules are changing for the Parishes Together Fund for the financial year 2018 / 2019 (applications from 1 April 2018 to 31 March 2019). These changes follow-on from a review of the rules by county, district and city council officers and have been approved at a recent Devon County Council Cabinet / Leadership Group meeting. The full guidance principles for 2018 / 2019, which the new rules will be based on, are attached.

The key changes for East Devon town and parish councils are:

- The changes return the scheme to its original purpose of encouraging communities to work together; identifying and kick starting new ideas for their mutual benefit; enhancing and making a difference to communities.
- Match-funding is encouraged and will increase the chance of an application being approved.
- You will need to demonstrate that you have explored opportunities to work with other voluntary and community groups to either identify and/or carry out the proposed project.
- The fund cannot be used for regular activities, such as grass cutting, ditch and drainage works and any other associated 'lengthsman' duties, as the fund exists to help identify new ideas to benefit communities.

There is one closing date left for this fund this financial year, 2017 / 2018, this is on 7 February 2018 and this is the last time the current rules will apply. East Devon District Council will then be issuing new rules for the fund based on the attached guidance principles for 2018 / 2019.

You can find out more about the current rules for the Parishes Together Fund and the fund itself here:

<http://eastdevon.gov.uk/grants-and-funding/parishes-together-fund/>

4. GOVERNANCE BOUNDARY / CRANBROOK DPD MEETING

On Friday 10th November, Chairmen and Clerks of Broadclyst, Clyst Honiton, Rockbeare, and Whimble Parish Councils were invited to meet with Sir Hugo Swire MP and Mark Williams, EDDC's Chief Executive Officer to discuss the request from Cranbrook Town Council for a Governance Boundary review and the Cranbrook Development Plan Document (DPD) which is now in its public consultation phase.

Broadclyst raised 2 main areas for discussion:

1. The need to protect our existing community's sense of place, and the need for boundaries which reflect local needs and interests
2. the relevance/weight of the 'green line' (Cranbrook's Area of Search as set out in Strategy 12 of EDDC's adopted Local Plan) and its relationship with / implications for the Broadclyst Neighbourhood Plan.

To expand on the first matter:

While we appreciate that Strategy 12 of the Local Plan shows Broadclyst Station within the Cranbrook Plan Area, our residents at Broadclyst Station have clearly indicated they wish to retain their own identity and develop and enhance their area through a community-led Neighbourhood Plan rather than by a developer-led, profit driven plan.

Lodge Trading Estate, and indeed the whole of Broadclyst Station, does not lend itself to being developed for housing by Cranbrook because of the considerable constraints; Cranbrook residents would still benefit if Broadclyst was able to develop this area in line with the proposals in its emerging Neighbourhood Plan. Simply because there is a green dotted line on the Local Plan does not mean that the parish boundary line has to follow the same area. A different parish boundary would not undermine the strategic policies within the adopted Local Plan.

Moving on, our second issue related to the time-frame. Broadclyst cannot put its NP on hold while we wait for the outcome of the boundary review, yet we would be derelict in our duty to go ahead and deliver our housing and other community needs on a site which may not remain in Broadclyst. The obvious answer is that we should look to deliver on sites which are less vulnerable in the governance change, but this isn't an easy decision to make: it potentially leaves Lodge Trading Estate derelict as it has already been tested and found as being unsustainable against the Local Plan. Therefore, we wanted to gain an understanding of the relevance of the 'green line' in relation to any governance boundary change, a question which was relevant to all the parishes, as it impacts on all existing governance and NP boundaries.

Our energies were focused on:

1. the relationship between the green line (Cranbrook area of search) and where the proposed governance boundary line might be drawn
2. the relationship between the expansion zones and the Neighbourhood Plan area on which they impinge
3. the importance of respecting the identities of established communities
4. the relationship between surrounding villages and the new town: infrastructure network, transport links, community facilities, employment opportunities.

During discussion, the following points were raised:

1. The current Cranbrook boundary was set by the Community Governance Order¹ of 2015, (Legislation, 2007). Any changes to the boundary of Cranbrook will be set through a further Governance Boundary review, but this won't be until such time as the Masterplan is approved and the town's new boundary is

¹ <https://www.lgbce.org.uk/about-us/about-reviews/about-community-governance-reviews>

known, rather than setting a boundary now which may not be appropriate in the future. Mark Williams confirmed he considers the recent request by Cranbrook Town Council for a community governance review to be premature and will not be pursuing the review at this stage.

2. The area for the future development of Cranbrook as shown in the DPD does not include any land within Broadclyst parish at Broadclyst Station or Lodge Trading estate. This land is not being considered for development.
3. Policies contained within the Masterplan (DPD) will define development, regardless of the developer.
4. Hugo Swire asked if Cranbrook needed to be quite so large, and that he would prefer to see the focus on quality homes with a strong vernacular which would give Cranbrook its own identity.
5. Mark Williams confirmed that Cranbrook town will need to have at least 5,000-5,500 dwellings to attract commercial interest in its town centre.
6. Employment space: as well as the employment sites of SkyPark, Lidl, Hayes Farm, and the Airport Business park, there is a need for small/medium business space in the town.
7. The influence of the Greater Exeter Strategic Plan² (GESP) was discussed. The GESP will be a formal statutory document and will provide the overall spatial strategy and level of housing and employment land to be provided up to 2040. The Growth Point falls within the Exeter Travel to Work Area.
8. Cranbrook Area of Search. The 'green line' around Cranbrook as defined in Strategy 12 of the Local Plan indicates land which could be used for the expansion of Cranbrook. It includes Lodge Trading Estate and encompasses Broadclyst Station. This poses issues for land allocation in the Neighbourhood Plan; there would be little point in meeting the Broadclyst community's identified need on a site / sites which are likely to see a change in governance. However, planning history on Lodge Trading Estate evidences the site has been tested and been found to be unsustainable for development through the current National and Local planning framework; to fail to try to develop it through Neighbourhood Planning (possibly a neighbourhood development order) could potentially leave the site derelict. This conundrum has been at the forefront of the NP team's minds for some time.

Mark Williams stated in the meeting that the Masterplan shows the extent of the western expansion zone and that it does not include Broadclyst Station or Lodge Trading Estate; once adopted, the DPD will supersede the green line as shown in Strategy 12.

9. B3174 (old A30). The Cranbrook DPD shows two 'local centres with mixed-use and retail frontages' straddling the B3174. With two proposed phases to the south of the B3174 it is reasonable to anticipate there will be considerable regular pedestrian and cycle movements across the road, as residents go to work, school, use public transport, shop, socialise, play sports, etc. The town centre will come right out to the B3174, with the pub already open immediately adjacent to it.
With SkyPark, Lidl, and Hayes Farm all at the west end, in close proximity to the Clyst Honiton bypass and tunnel, the associated commercial traffic has easy access to/from the A30 dual carriageway and Junction 29. This is the opportunity to look at a 7.5t weight restriction and 30mph limit the full length of the B3174 between junction 29 and Daisy Mount; there is no need for commercial traffic to pass through Cranbrook, Clyst Honiton, and Blackhorse.
Similarly, the Tithebarn Link road goes right through residential built-up areas, with it dissecting phase 6 of Tithebarn Green (the Cavanna Homes site) from all public amenities and facilities which will be provided as part of this development. There is neither need nor desire to allow large goods vehicles on

² <https://www.gesp.org.uk/>

this road, with Moor Lane roundabout and Cumberland Way offering a more suitable alternative for commercial traffic.

5. WESTCLYST SCHOOL RED LINE ISSUES

The Chairman and Clerk met with delivery partners for the Primary School to discuss issues around changes to the school boundary and delivery of the community sports pitch access. The original section 106 agreement implied the access route but was not explicit as to which party would pay for and deliver the access.

The 'who pays for what' matter is beyond the Parish Council's jurisdiction and something for landowner and delivery partners to work out between them. It has been made clear to all parties that the transfer of the community sports pitch to the parish council is not accompanied by any commuted sum or funding package, so the community has no budget from which to offer a contribution towards these costs.

The issue remains with respective legal teams as to which party eventually funds and delivers the access. A temporary maintenance access for the sports pitch will need to be provided during school's construction phase as the existing access will be within the construction site area.

6. STAGECOACH MEETING

Clerk and Chairman requested a pre-service commencement meeting with Stagecoach so the parish council is informed of the providers' plans and can advise residents of changes.

Matters discussed:

- road-width and on-street parking will complicate a service running through the estate
- forthcoming time-table changes (current 20-minute service will increase to 15 minutes)
- advertising/promotion of the park and change facility
- travel voucher scheme for 6 months for new residents (joint initiative with DCC)
- resident parking in park and change to take residents vehicles off the street would have to be strictly controlled under some sort of licence scheme as over-use would affect the long-term viability of the park and change.

7. GREATER EXETER STRATEGIC PLAN (GESP) MEETING

The current theme of a lack of a north-south route across the West End of East Devon was continued in a Neighbourhood Plan meeting to which senior DCC Officers and Ward Members were invited. There is no provision in the current draft GESP for new strategic infrastructure in the immediate vicinity; any potential new infrastructure can be added to the next draft. Proposed developments near Cullompton and along the A3052 Sidmouth Road will influence traffic movements around the Eastern side of Exeter. The Broadclyst Neighbourhood Plan could provide a piece to the much larger GESP infrastructure jigsaw puzzle.

This concludes my report to Council.

Angie Hurren, MILCM.

30 November 2017