

Cranbrook Plan 2013-2031 Examination

Matter 4: Bluehayes Expansion Area
28th January 2020

Devon County Council Position Statement

Statement Prepared 8th January 2020

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1. Introduction

1.1. Purpose of this statement

- 1.1.1. This statement has been prepared to answer questions and address the associated issues posed by the Planning Inspector in relation to Matter 4 (Bluehayes Expansion Area) for the Independent Examination of the Cranbrook Plan 2013-2031.
- 1.1.2. The comments set out in this further statement focus upon those issues in which Devon County Council (DCC) has a specific interest, in order to fulfil its statutory responsibilities in terms of planning and infrastructure (in particular as the Local Highway Authority, Local Education Authority and Lead Local Flood Authority).

1.2. Summary of DCC approach and position

- 1.2.1. The County Council has worked closely with East Devon District Council throughout the preparation of the Cranbrook Plan including providing advice to inform the development of policies and proposals. This has included the attendance of numerous meetings, the preparation of evidence reports and the submission of representations at formal stages in the plan making process. This approach has drawn on the expertise of a number of county officers from various service areas including education, transportation, flood risk, waste management, adult, children's, youth and library services.

2. Q49: Is the proposed housing allocation deliverable and/or developable in accordance with the housing trajectory? In particular, is it:

b) supported by evidence to demonstrate that safe and appropriate access for vehicles and pedestrians can be provided?

- 2.1.1. Yes, Devon County Council believes this can be achieved when an application comes forward. However, comment number 3 of DCC's consultation response to the Submission Draft (24th April 2019) still needs to be met relating to the removal of the final policy paragraph about the Coachfield House land. The Cranbrook Masterplan Movement Strategy shows the principle of the movements expected. The option to provide a new roundabout onto London Road has been proposed, providing a diversion of Station Road. This is to provide adequate access for the Bluehayes Expansion Area as DCC has concerns over the intensification of Station Road's use.

- 2.1.2. DCC believes that a new roundabout can be delivered to serve the expansion area as discussions with developers have been held. However, the exact nature of the detailed design has yet to be finalised and will be delivered via the Highways Act 1980 S278.

c) deliverable, having regard to the provision of the necessary infrastructure and services, and any environmental or other constraints?

- 2.1.3. Yes, Devon County Council has worked closely with East Devon District Council to ensure that necessary infrastructure is incorporated into Policy CB2. The education strategy is for the provision of a 420-place primary school on this site or in the Treasbeare area (CB3), whichever of the two is progressed first. DCC understands the school will be delivered through the Category 2 direct provision approach proposed in Cranbrook Plan Policy CB6. Should the primary school not be provided directly by the developer as Category 2 infrastructure, DCC requires proportionate financial contributions to be paid as S106 contributions, calculated in line with Devon County Council's Education Infrastructure Plan¹. DCC has a proven track record of ensuring the timely delivery of infrastructure and as the Education Authority there are a number of mechanisms available to ensure this is achieved through appropriate S106 provisions and planning conditions. Further comments are given under question 156.
- 2.1.4. Yes, the deliverability of road infrastructure is integral to access housing. As part of this, safe and suitable facilities for all modes need to be provided. For example, a pedestrian/cycle bridge is required to cross London Road to overcome height difference constraints due to the district heating line.

3. Q50: Has full consideration been given to the impact of this allocation on:

a) Access arrangements

- 3.1.1. Initial access arrangements have been put forward as part of the Cranbrook Masterplan (Feb 2019). The Movement Strategy (Oct 2016 - Part 6) indicates that Bluehayes is to be served off London Road. The proposed main access roundabout will have sufficient vehicular capacity to accommodate the whole of the Cranbrook allocation and will also provide suitable pedestrian and cycling crossing facilities. Towards the west of the site a cycle route will be delivered by the applicant to the boundary, from where DCC will provide a pedestrian/cycling route adjacent to the railway line using the requested S106 contribution towards offsite walking and cycling infrastructure.

¹ Devon County Council's Education Infrastructure Plan (revised) 2016 – 2033 is available at <https://www.devon.gov.uk/planning/planning-policies/pupil-place-planning>

b) Flood risk and surface water drainage including flood routes adjacent to the railway line

- 3.1.2. DCC considers that flood risk has been appropriately considered with remaining details to be considered at planning application stage. Surface water runoff will be managed via the provision of above ground sustainable drainage systems such as swales and detention basins in line with NPPF and best practice. Infiltration testing will be undertaken to determine the suitability of the underlying ground conditions for infiltration-based devices which adheres to the principles of the surface water management hierarchy.
- 3.1.3. The surface water will be attenuated in these features prior to being released at restricted rates to the ditch located to the west of Station Road. These features will be included in the Landscape Biodiversity & Drainage Strategy and there will be a planning condition for the detailed design of the proposed surface water management system. There will also be a planning condition to indicate how exceedance flows, flows above the design event, will be managed to ensure that, during these rare rainfall events, runoff will be safely managed. We would expect adequate space to be set aside to manage exceedance flows and flood routing adjacent to the railway line. We will also require a planning condition to assess the condition and capacity of the existing ditch and if required, will request that improvement works are undertaken on the ditch. Any sustainable drainage systems proposed should be built and operational prior to construction work commencing on residential or commercial units. DCC will also ensure that appropriate allowances for climate change are utilised at detailed design in line with national guidance.