

# **Cranbrook Plan 2013-2031 Examination**

Matter 5: Treasbeare Expansion Area  
28<sup>th</sup> January 2020

Devon County Council Position Statement

Statement Prepared 8<sup>th</sup> 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 as posed by the Planning Inspector in relation to Matter 5 (Treasbeare 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. Q57: 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, this can be achieved when a planning application comes forward. The Cranbrook Masterplan Movement Strategy shows the principle of the movements expected. Historic applications have proposed a roundabout and/or signal operated junction. The principle of such arrangements can be agreed however, these will need to be confirmed during detailed design in liaison with the Highway Authority.

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

- 2.1.2. Yes - similarly to Policy CB2, Devon County Council has worked closely with East Devon District Council to ensure that necessary infrastructure is incorporated to Policy CB3. The education strategy for the provision of a 420-place primary school on this site or at the Bluehayes area (CB2),

whichever of the two is progressed first, is deliverable. DCC accepts the school can be provided directly through the Category 2 direct provision approach proposed through 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 the county council's Education Infrastructure Plan.<sup>1</sup> 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.

**3. Q58: 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 Treasbeare is to be served off a roundabout and/or signalised junction on London Road. In addition to the access arrangements onto London Road, the applicant will need to provide evidence that access within the site will meet criteria to promote sustainable transport aspirations and that links to other expansion areas/existing parcels are appropriate. Crossing facilities on London Road will be required to ensure suitable access is provided.
- 3.1.2. DCC believes that a new roundabout/signals and crossing facilities could 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.

**4. Q66: Does reference to A5 Use Class premises accord with national policy in para 91c of the Framework? [applies also to CB4 and CB5]**

- 4.1.1. Yes, it does accord with paragraph 91c of the National Planning Policy Framework. Rates of childhood and adult obesity are high and the restriction of A5 Use class premises within neighbourhood centres enables the planning policy to support and enable healthy lifestyles by impacting on the food environment.
- 4.1.2. Public Health England's (PHE) 2014 'Healthy people, healthy places briefing: Obesity and the environment: regulating the growth of fast food outlets'<sup>2</sup> summarises the importance of action on obesity, with a specific focus on hot food takeaways, outlining the regulatory and other approaches that can be taken at local level to manage its growth. Following on from this

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

<sup>2</sup> Obesity and the environment: regulating the growth of fast food outlets. Available at [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/296248/Obesity\\_and\\_environment\\_March2014.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/296248/Obesity_and_environment_March2014.pdf)

publication, PHE in association with the Town and Country Planning Association (TCPA) has also published the Planning Healthy Weight Environments document<sup>3</sup>, which was designed to prompt local action on tackling obesity, and in 2016 with the TCPA and the Local Government Association (LGA) the Building the Foundations: Tackling Obesity Through Planning and Development document<sup>4</sup>. The South West Draft Model Healthy Weight Supplementary Planning Document (referenced in DCC's Submission Draft consultation draft comment number 4) identifies the benefits of restricting access to hot food takeaways and is to be published and used as the national public health guidance in February 2020.

- 4.1.3. DCC reiterates comment number 4 of our Submission Draft consultation response. In line with the South West Draft Model Healthy Weight Supplementary Planning Document, we request Part 2 paragraph 2 wording to be changed to:

*“Floor space for A use classes will only be permitted where no more than 1 unit of A5 (Hot food takeaway) use class is proposed for every 3 units of other A use classes within the neighbourhood centre, with no more than 2 hot food takeaways being located adjacent to each other and at least 2 non-hot food takeaway units between groups of hot food takeaways. Hot food takeaways will not be permitted within 400 metres of a school.”*

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<sup>3</sup> **Planning Healthy Weight Environments.** Available at <https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=d0ccedd8-7f0c-4f03-b09d-5c54cfac132e>

<sup>4</sup> **Building the Foundations: Tackling Obesity Through Planning and Development.** Available at <https://www.local.gov.uk/building-foundations-tackling-obesity-through-planning-and-development>