

# **Cranbrook Plan 2013-2031 Examination**

Matter 7: The Grange Expansion Area  
29<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 7 (The Grange 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. Q106: 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 an application comes forward. A Cranbrook Masterplan Movement Strategy shows the principle of the movements expected. Historic applications have proposed roundabout junctions.
- 2.1.2. DCC believes that new junctions could be delivered off London Road to serve the expansion area as discussions with developers have been held previously. However, the exact nature of the detailed design has yet to be finalised and will be delivered via 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. DCC supports provisions of the primary and SEN schools at Cobden's rather than at the Grange. This is because delivery at the Grange will be more challenging as it is a smaller site with a larger number of developers. Cobden's is under the control of a single developer and is therefore more deliverable.

**3. Q107: 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 the Grange is to be served off 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 links to the other expansion areas/existing parcels are satisfactory. It is realised that crossing facilities on London Road will be required to ensure suitable access is provided.

**c) Flood risk management and water quality**

- 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 the 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. Surface water will be attenuated in these features prior to being released at restricted rates to either the Cranny Brook or one of its tributaries. Attenuation features will be included in the Landscape Biodiversity & Drainage Strategy and there will be a 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 require adequate space to be set aside to manage exceedance flows and flood routing. We will also require a planning condition to assess the condition and capacity of the existing ditch and if required, request that improvement works are undertaken on the ditch. Any sustainable drainage systems proposed should be built and be operational prior to any 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.

- 3.1.4. Our records show historic flooding on Gribble Lane which runs through the centre of the Grange development area. This will need to be taken into consideration and appropriate drainage measures incorporated into the design to remove this flood risk.

**4. Q113: Does reference to A5 Use Class premises accord with national policy in para 91c of the Framework? [applies also to CB3 and CB4]**

- 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 through access to healthier food 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>1</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 the increases in obesity. Following on from this publication, PHE in association with the Town and Country Planning Association (TCPA) has also published the 'Planning Healthy Weight Environments document'<sup>2</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>3</sup>. The South West Draft Model Healthy Weight Supplementary Planning Document 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.
- 4.1.1. DCC reiterates comment number 6 of our Submission Draft consultation response, requesting wording change to be consistent with the South West Draft Model Healthy Weight Supplementary Planning Document. The same wording change has been requested for Policies CB3, CB4 and CB5, and is provided in our statement for Matter 5.

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<sup>1</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)

<sup>2</sup> **Planning Healthy Weight Environments.** Available at <https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=d0ccedd8-7f0c-4f03-b09d-5c54cfac132e>

<sup>3</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>