

Cranbrook Plan 2013-2031 Examination

Matter 8: Phasing
29th 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 as posed by the Planning Inspector in relation to matter 8 (Phasing) 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. Q118: Is the proposed phasing justified and effective? How will the Council ensure that strategies from each expansion area achieve a co-ordinated approach to delivery and a measured release of sites over the plan period?

- 2.1.1. In terms of County Council priorities for education and transport infrastructure, there has been significant, ongoing joint working with the District Council and developers to ensure timely infrastructure delivery. This has informed the discussions regarding the existing applications and associated legal agreements.
- 2.1.2. The phasing of infrastructure provision will need to reflect the timing and sequencing of the delivery of the expansion areas. However, the County Council is content that the infrastructure can come forward in an appropriately flexible manner to ensure appropriate phasing. Both transport and education infrastructure will need to be phased in line with the housing, as has happened historically. Specific comments relating to the phasing of the primary schools are provided in answer to questions 157 and 158 under matter 13.

- 3. Q124: If the location of one of the primary schools is to be a choice between one of two expansion areas how does it achieve clarity for landowners and certainty regarding infrastructure costs and timings?**
- 3.1.1. It is considered that Policy CB7 provides certainty relating to infrastructure timings. Certainty over infrastructure costs will be provided through the cost equalisation approach detailed in Policy CB6 and the associated Cranbrook Infrastructure Delivery Plan.
- 3.1.2. In developing the education strategy for the Bluehayes and Treasbeare expansion areas, Devon County Council has sought to adopt a flexible approach which will ensure the required primary school provision can be provided in a timely manner whilst not impacting upon the delivery of housing. The proposed approach means that both developers have it within their gift to progress and commence their development without delay or reliance upon third parties to deliver necessary infrastructure. All parties understand the need to provide primary provision at the earliest opportunity, to ensure there is infrastructure available in a timely manner as well as providing community provision that will support the delivery of new homes.
- 3.1.3. The delivery of a 420-primary school at one of these expansion areas reflects the optimal form of primary school provision which minimises costs and land requirements as well as providing a financially and educationally sustainable structure. The timing of delivery is clearly set out in policy CB7.