

Cranbrook Plan 2013-2031 Examination

Matter 18: Town Centre
12th February 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 18 (town centre) 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 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. Q219: Is the approach to A3 class uses in the Town Centre consistent with National Policy?

- 2.1.1. 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.
- 2.1.2. Public Health England's (PHE) 2014 'Healthy people, healthy places briefing: Obesity and the environment: regulating the growth of fast food outlets'¹ 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 publication, PHE in association with the Town and Country Planning Association (TCPA) has also published the 'Planning Healthy Weight Environments' document², 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

¹ **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

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

Planning and Development' document³. 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.

- 2.1.3. DCC reiterates comment number 13 of our Submission Draft consultation response. In line with the South West Draft Model Healthy Weight Supplementary Planning Document, we request the paragraph about hot food takeaway uses to be replaced with the following wording:

“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 Town Centre boundary, with no more than 5% of primary frontage in A5 use and no more than 10% of secondary frontage within A5 use.”

3. Q220: How is the approach to A3 class uses consistent with the Policy CB1 in relation to Health and Well-being?

- 3.1.1. DCC considers the amended policy wording requested above under Q219 to be consistent with Policy CB1's aim to maintain and improve health and wellbeing of individuals and the community as a whole.

4. Q221: What level of confidence is there that the town centre will be delivered and how would this impact on the timing, delivery or phasing of the four expansion areas in the plan?

- 4.1.1. The County Council is not responsible for ensuring the delivery of the town centre, however it is being proactive in delivering the community infrastructure for which it is responsible.
- 4.1.2. The Council proposes to deliver a community facilities building in the town centre to combine children's centre, youth provision and library. This will provide flexible space for County Council community services. The Council intends to deliver this building in accordance with, or in advance of, the timescales identified in the existing s106 agreement.
- 4.1.3. Further work is required to renegotiate the existing S106 agreement to enable the County Council to deliver this building itself, however this proactive approach provides confidence over the delivery of this facility within the town centre.

³Building the Foundations: Tackling Obesity Through Planning and Development. Available at <https://www.local.gov.uk/building-foundations-tackling-obesity-through-planning-and-development>

5. Q229: How will the Council achieve the delivery of the Town Centre prior to any new phases of development?

5.1.1. Please see our comments for question 221.

6. Q230: How will the space required for SUDS serving the town centre be delivered?

6.1.1. There is a basin located to the north of the town centre which has been designed to attenuate flows from this area. The basin was constructed as part of the Phase 2 sustainable drainage strategy. Any additional SuDS measures, if required, will be delivered and funded by the respective developer as part of the planning application process.

7. Q231: How will the parking requirement for the significant uplift in the average density be delivered in relation to the Town Centre Uses?

7.1.1. Minimal car parking spaces should be aimed for at town centre locations. This would reflect the sustainable community ethos of the new town and the sustainable travel policies that have been effective in Exeter.

8. Q232: How will the required improvements to the rail crossing be achieved given that some traffic will be drawn from the north of the rail line?

8.1.1. No improvements are proposed at Crannaford crossing. It is envisaged that the amount of traffic from the north is likely to be minimal and DCC recommends that no further works are undertaken here.

8.1.2. At Network Rail's request DCC commissioned a traffic survey. This was carried out between Friday 30 April and Friday 24 May 2019. The survey data showed two-way average daily flows of 727 vehicles. It is understood that the completed reprofiling was sufficient for a half barrier crossing of up to 2,000 movements. This standard originates from the Office of Rail Regulation Level Crossings guide (also known as the 'ORR Blue book')⁴ which sets out the guidance/standards on crossings. DCC considers it unlikely that town centre and expansion area development would take vehicle movements above the 2,000 threshold which would require further works. DCC carried out works to Crannaford crossing, reprofiling the level crossing in accordance with the standards set out by NR (600 vehicles or less).

⁴ Office of Rail Regulation. **Level Crossings: A guide for managers, designers and operators.** Railway Safety Publication 7. December 2011. Available at http://orr.gov.uk/data/assets/pdf_file/0016/2158/level_crossings_guidance.pdf