

## **Challenge to Soundness and Viability of Cranbrook Master Plan**

### **Questionable Environmental Viability -Treasbeare**

The Environment Bill currently passing through parliament, sets out a '25 Year Environment Plan' considered essential to redress the negative impacts caused by climate change and to reduce the threat of Global Warming.

The document consists of six chapters, with content which challenges the viability of future development within the Southern Expansion zone and in particular the Treasbeare Green Wedge.

The Plan talks of 'safeguarding and enhancing the beauty of our natural scenery and improving its environmental value,' protection and enhancement of biodiversity, and change of use of 1/5<sup>th</sup> of existing agricultural land, including the annual afforestation of 30 thousand hectares until 2050, with additional measures dictating further reductions to existing permitted air and land pollution levels.

Chapter 3 contextualises the rationale for the proposed Legislation – the human element! The importance of the 'natural world and green space connecting people with the environment to improve health and well-being'!

<https://www.gov.uk/government/publications/environment-bill-2020/august-2020-environment-bill-environmental-targets>

It is contended, that in addition to variance with the existing Local Plan and sections of the NPPF the proposals for development of the Treasbeare Green Wedge will be in contention with the content of this imminent Environmental legislation, and therefore should be rejected as unviable.

### **Commercial Viability of Retail Proposals**

On 6<sup>th</sup> January 2020, Exeter CC granted outline planning for an 11000 sq metre retail centre at Moor Exchange to be located at the East end fringe of the City. This new shopping outlet, raises serious questions for the viability and design of a future Cranbrook Town Centre, and the commercial gateway hubs, when considered together with the implications of increased 'home shopping' behaviour.

The Consortium, are now proposing a smaller Cranbrook Town Centre with increased living accommodation, up to 324 living units from a little over 100. This

additional provision, if approved has particular relevance as to the purported necessity of development of the Treasbeare Green Wedge currently projected to accommodate 95 units +/- a tolerance of 15.

### **Questionable Viability - Treasbeare Sports Hub**

In its Planning Support Statement December 2014 David Lock Associates disclosed the results of a resident survey which indicated that 86% of respondents placed a 'high priority' on 'recreation and wildlife', whilst only 46% attached the same importance to sports pitches in this top category. (para 4.33 -4.39)

Whilst provision of outdoor facilities at the Sports Hub are desirable, infrastructure comes at a premium and must be justified. The number of proposed pitches is questionable, when considering existing indoor and outdoor sporting facilities at the Academy, Ingrams Fields (due for further extension), and Younghayes primary school. Further primary school, flood lit pitches are to be located at Treasbeare or Bluehayes .

### **Questionable Viability Treasbeare - Airport Air/Noise Pollution**

With new legislation imminent, concerns are raised re the future credibility of reports prepared by Cole Jarman Consultancy and Bickerdike Alan in relation to projected airport noise/air pollution as presently evidenced within the Southern Zone planning applications (17/1482-3/MOUT).

Figure 17/0217/R2/F2-1 (Cole Jarman) indicates the presence of Nitrogen dioxide and PM10 in the vicinity of the Airport 'which potentially are likely to exceed mandatory limits '.

Figures 17/0217/R2/F4 &5 -1 of the same report indicates that road traffic noise pollution along the length of the B3174 London Rd will both day and night substantially exceed WHO recommended guidance re health issues.

The 2016 Bickerdike Allen report bases its research studies into Airport noise pollution upon the now demised Flybe fleet of aircraft.

Currently Exeter Airport/air space now additionally, accommodates larger 737 800s, RAF C17 Globemaster 3, and A400 Atlas aircraft, as well as aircraft of smaller capacity.

