

## Development Plan Document

# The Cranbrook Plan

2013-2031



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Adoption Version

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## Foreword

The idea of creating a new community in East Devon can be traced back to the last century. Although initially the proposals proved controversial a milestone was reached in 2010 with the granting of outline planning permission for the first 2,900 homes and building started in June 2011.

The first residents moved in during the summer of 2012, benefitting from fibre optic broadband to the home, and a vision of a zero carbon development, with a flagship district heating network providing heat and hot water to the town; progress has continued to be rapid ever since. St. Martin's Primary School grew from fewer than 40 pupils in September 2012 to over 400 just 3 years later. Devon's newest 'all-through' school, Cranbrook Education Campus, opened in September 2015. Cranbrook's first neighbourhood shops and eagerly anticipated train station followed shortly thereafter and the Cranberry Farm pub opened in May 2017.

Key building blocks were put in place early to ensure Cranbrook's community was a close-knit affair. The work of the first Minister for Cranbrook, a dedicated community development worker and the availability of the Younghayes Community Centre were all important factors to help Cranbrook develop as a genuine community from the outset. With over 40 clubs and societies now active in Cranbrook and the Town Council meeting every fortnight there's no doubt that the town has taken the first important steps to fulfil its vision to become a vibrant and attractive place.

Around 6,000 people live in Cranbrook now and the results of the resident surveys indicate that over 90% of people have moved from within Devon – truly a case of providing homes for local people. The results also show that a strong community spirit exists.

Looking to the future, East Devon District Council's Local Plan anticipates that Cranbrook will grow to a population of around 20,000 people. It will become the second largest town in the district and one of the largest in Devon. This Cranbrook Plan guides this future growth, setting out how and where the homes, shops, business and community spaces to serve those people will go. It aims to remove uncertainty and barriers to delivery to enable the continued smooth delivery of the town; ensure that the delivery of community facilities and employment spaces are prioritised alongside the delivery of homes and provide clarity to all about how we will ensure that Cranbrook is a great place for all to live and work.

**Cllr Ian Thomas**

**Chair of East Devon District Council**



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Proposed for adoption

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# Introduction

- 1.1 This Cranbrook Development Plan Document (hereafter referred to as the Cranbrook Plan) will guide the future development of Cranbrook into the 2030's.
- 1.2 Cranbrook has already seen rapid development, by the beginning of 2019 around 1,800 new homes had been built and occupied, together with the completion of two schools for more than 1400 pupils, a railway station and neighbourhood centre as well as an extensive Country Park. Planning permissions and land allocations already provide for the expansion of Cranbrook to around 6,500 homes and this plan allocates land to take development to around 7,750 homes for 18,000 or more residents. The Cranbrook Plan aims to assist and speed up the delivery of Cranbrook in a planned and commercially viable and profitable manner, whilst developing a town that is a healthy and attractive place to live and work in. The plan will ensure that through a managed process the services and facilities required by a new town are delivered in tandem with the new homes.
- 1.3 Between 2016 and 2019, Cranbrook has been one of ten NHS England Healthy New Towns demonstrator sites. The Healthy New Towns programme aims to help ensure that new developments embed the promotion of health and wellbeing in the built environment, in developing new models of care and through social interaction. The Cranbrook Plan places these objectives into planning policies, securing the legacy of the programme in the town.
- 1.4 In December 2017 and in partnership with Exeter, Cranbrook was selected as one of twelve Sport England Local Delivery Pilot demonstrator sites. The programme runs for four years and aims to tackle inactivity focussing on groups who are least likely to participate in at least 30 minutes of moderate exercise per week.
- 1.5 As well as providing much needed housing to meet the growing population, The Cranbrook Plan looks to embed within it the principles of designing good health and wellbeing outcomes into the town and encouraging people to lead active lifestyles.
- 1.6 The Cranbrook Plan also sets out policy to provide the supporting facilities that a sustainable new town needs; including reinvigorating a vision of a zero carbon development, together with the delivery of schools, shops, parks, open spaces, roads and services to meet the resident and visitor needs for a brand new 21<sup>st</sup> century town.

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## Cranbrook Plan area and overarching proposals

- 1.7 This Cranbrook Plan forms part of the overall development plan for East Devon and seeks to integrate with but expand upon the already adopted East Devon Local Plan (2013-2031) that covers the whole of the District. In so doing, the Cranbrook Plan adds considerable extra detail and allocates additional land to accommodate the planned growth which is identified within the Local Plan (2013-2031).
- 1.8 Upon adoption, this DPD supersedes in its entirety, Strategy 12 ('Development at Cranbrook') of the adopted East Devon Local Plan 2013 - 2031 and makes redundant the 'Cranbrook Plan Area' shown on the West End Inset Map which was an area of search for the additional planned growth required by that plan.–The Cranbrook Plan Area now depicted on the Cranbrook Plan Policies Map identifies the land within which the policies of the Cranbrook Plan (this plan) will be applicable.
- 1.9 The Cranbrook Plan has been prepared against a background of the fact that parts of Cranbrook have already been built, and there are existing planning permissions that allow Cranbrook to expand from its current total of around 2400 homes to just over 3500 homes. The Cranbrook Plan adds further details and guidance that can support existing permissions but more importantly also sets out how and where further expansion of the town, beyond the current permissions, should occur.
- 1.10 The Cranbrook Plan also includes policies for the Town Centre of Cranbrook and indicates where applications/changes to what is already permitted or existing may be positively encouraged and supported to assist delivery of a healthy and sustainable new town.
- 1.11 The policies contained within the plan have been prepared against a number of key plan objectives to ensure that there has been a focus to the work which has been undertaken. The overall topic headings, formal plan objectives, together with some supporting commentary are all set out in the table on the following pages:

Subject	Plan Objectives	Issues and Summary Commentary
Health and Wellbeing	<ol style="list-style-type: none"> <li>1. Health and wellbeing is designed and integrated into all parts of the town to reduce the development of long-term health conditions</li> <li>2. A balanced active community which embraces active travel and enjoys the best health and wellbeing outcomes in the UK</li> <li>3. The best outdoor environment for everyone, including the young and vulnerable</li> <li>4. From the start new technology helps health and wellbeing services work together to provide</li> </ol>	<p>Good health and wellbeing will be the lead indicator of success in Cranbrook and policies and proposals in this plan are geared around delivery of these outcomes. In 2016 Cranbrook was selected by NHS England as one of ten Healthy New Town demonstrator sites<sup>1</sup>. Selection provides opportunities to trial ways of building-in improved health and wellbeing outcomes through the design of the built environment, new ways of providing care, and action within the community.</p> <p>As a new town Cranbrook is well placed to realise its capability as a new town to provide its residents with good mental and physical health through its design and delivery. The Marmot review (2010)<sup>2</sup> brought to light the wider determinants of ill-health and presented a robust evidence base for social determinants, being particularly powerful in defining avoidable ill-health and health inequalities. The issues given the highest priority in the Marmot report, and that are embedded in this Cranbrook Plan and outcomes sought from it, are:</p> <ol style="list-style-type: none"> <li>a. giving every child the best start in life enabling all children, young people and adults to maximise their capabilities and have control over their lives</li> <li>b. creating fair employment and good work for all</li> <li>c. ensuring a healthy standard of living for all</li> <li>d. creating and developing sustainable places and communities</li> <li>e. strengthening the role and impact of ill-health prevention.</li> </ol> <p>Cranbrook has a very young population and along with Sherford near Plymouth, is one of only two stand-alone major new town developments currently under construction in the South West.</p>

<sup>1</sup> <https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/cranbrook/>

<sup>2</sup> *Fair Society, Healthy Lives* Report - <http://www.parliament.uk/documents/fair-society-healthy-lives-full-report.pdf>



Subject	Plan Objectives	Issues and Summary Commentary
	the most effective services	<p>These factors mean that it has very different health and wellbeing needs from the areas around it, and therefore will need a different response.</p> <p>The 2017 Joint Strategic Needs Assessment (JSNA)<sup>3</sup> for the area in which Cranbrook is located, alongside Cranbrook specific data provided by the Healthy New Town Executive board<sup>4</sup> shows that there is a spike in need, particularly around issues that determine social wellbeing such as deprivation, safeguarding and Special Educational Needs. In Devon as a whole, as with the rest of the country, mental ill-health is an increasing issue and is the leading cause of sick leave in the UK (ONS 2016)<sup>5</sup>. Although this is of particular concern, given the large proportion of the population at Cranbrook being of working age, the building of a new town provides unique opportunities to address the multiple causes.</p> <p>In planning for the future development of Cranbrook considerable importance has been attached to ensure the physical and mental wellbeing of residents will be actively promoted. Sustainable travel and in particular the encouragement of cycling and walking as the first choice for people to move around the town is delivered and is supported by involvement with the Sport England Delivery Pilot. The ability to occupy quality homes with access to the natural environment, the provision of good available employment opportunities, and easy access to a diverse range of social and community facilities, will all be essential components of a successful Cranbrook.</p>

<sup>3</sup> <http://www.devonhealthandwellbeing.org.uk/jsna/profiles/community-profile/?areaCode=E01019892>

<sup>4</sup> <http://eastdevon.gov.uk/planning-libraries/cranbrook-plan-pa-2017-18/cranbrookhealthynewtownexecgroup.pdf>

<sup>5</sup> ONS research note 005914:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/adhocs/005914estimateofthenumberofdaysofsicknessabsencetakenbyreasonuk2013to2015>

Subject	Plan Objectives	Issues and Summary Commentary
Culture, sport and community	<p>5. A confident, supportive, balanced and diverse community at the heart of decision making</p> <p>6. Enough community, sport, leisure and cultural facilities and spaces to satisfy the needs of the whole community in Cranbrook and to support and encourage creative projects</p> <p>7. Sports and cultural activities are accessible to all, part of the fabric and community of Cranbrook</p>	<p>It is essential that Cranbrook, as a thriving mixed and balanced community, provides the cultural, recreational and community infrastructure required to deliver a happy, healthy new town now and into the future. Cranbrook must have a sense of place. This will come about through a shared sense of community and culture borne from the ability of residents to congregate as community groups in community venues and participate in common activities. All residents should have access to the range of cultural, recreational and community facilities required to create a happy, healthy new town with its own distinctive identity.</p> <p>The Sports, Leisure and Recreation at Cranbrook report<sup>6</sup> (SLRC report) sets out the evidence base for sports, leisure and recreation facilities to serve the population of Cranbrook. This evidence was drawn from a number of sources including the district-wide Playing Pitch Strategy and Open Space Study, direct engagement with Sport England, National Governing Bodies, Active Devon and local clubs, and various assessments of existing facilities and potential future demand. The policies included within this plan set out the quantity, quality and accessibility requirements for different types of facilities at Cranbrook. These have been identified as being needed to cater for projected demands, balancing the evidence from the above, with the wider proposals and aspirations of this plan and development at Cranbrook.</p> <p>The Cultural Development Strategy sets out the evidence base for the method, means and infrastructure needed for the Cranbrook community to establish their cultural activity and identity for themselves based on robust analysis of existing patterns of cultural activity and engagement in the sub-region.</p>

<sup>6</sup> <http://eastdevon.gov.uk/media/2302158/SLRC-Addendum-Report.pdf>

Subject	Plan Objectives	Issues and Summary Commentary
Economy and enterprise	<p>8. Cranbrook secures its identity as a small enterprise town with a successful enterprise based community, recognised for identifying new business opportunities</p> <p>9. Enough smaller, affordable and critically flexible employment spaces appropriately located across the town to satisfy the needs of new and existing set ups from in and around Cranbrook</p> <p>10. All residents can access excellent education to develop the skills they need to fulfil their ambitions</p>	<p>Providing employment opportunities is a crucial and integral part of the development of a happy, healthy new town. Opportunities for employment and learning underpin wider Health and Wellbeing objectives. Whilst in the West End of East Devon and in Exeter there are and will be many job opportunities, it is essential that jobs are provided in and throughout Cranbrook. The Cranbrook Plan therefore seeks to encourage and foster employment opportunities from within the town and secure Cranbrook's identity as an Enterprise Town. The town should attract external employers that thrive in a vibrant town environment as well as ensuring a creative, confident economic identity developed from within the community.</p> <p>An Economic Development Strategy (EDS)<sup>7</sup> has been prepared for Cranbrook, which recognises that Cranbrook is in transition, and will remain so in the short, medium and longer term. As the town is built it is inevitable that change will occur in the wider economy, the sub-region and within the community and indeed such change has been seen since the beginning of the town in 2012. As the population grows towards 20,000 people, employment opportunities and local facilities will need to keep pace with this rapidly expanding town.</p> <p>In particular the Economic Development Strategy (EDS) sets out proposals for what is defined as the Cranbrook Business Ladder. This 'ladder' will help provide flexible spaces and premises for enterprises to start up in and then expand and grow on into with the potential for example to introduce mezzanine floors into the various units. The EDS proposes a package of support measures to improve the success rates of small enterprises, and working with schools and colleges to offer relevant training opportunities for young people.</p>

<sup>7</sup> <http://eastdevon.gov.uk/media/2260179/Cranbrook-Economic-Development-Strategy.pdf>

Subject	Plan Objectives	Issues and Summary Commentary
	11. Vibrant town and neighbourhood centres which are busy and successful both in the day and evening	<p>As a new town, Cranbrook needs to provide opportunities for enterprises to develop and experiment and it is recognised that not all of these will ultimately be successful. However providing the spaces for such enterprises to try and be a success is crucial for the development of a flourishing town and one which as part of its aims to promote health and wellbeing seeks to provide opportunities for all within the town.</p> <p>As the town is being developed afresh and in a relatively short period of time, the development of traditional industries and the distribution of locations has not occurred organically over centuries. Good planning for the town will however ensure the range of opportunities and locations for enterprise growth are delivered. At the same time the potential of significant sectors, for example renewable energy and the technology sector, should also be acknowledged.</p> <p>In order to provide accessible and flexible employment opportunities it is essential that employment land is provided across Cranbrook where it is readily accessible to residents (specifically for walking, cycling and public transport) and visitors, rather than being just in one or two locations.</p>
Energy and climate change	12. To deliver Zero Carbon development in Cranbrook  13. Be fully informed and prepared for the effects and impact of climate change	<p>Reducing carbon emissions is key to the mitigation of climate change. The UK is legally bound by the Climate Change Act 2008 to achieve 80% carbon reduction over 1990 levels by 2050.</p> <p>National planning policy is clear that planning plays a key role in meeting the challenges of climate change and the transition to a low carbon future. All sectors including the development industry will need to achieve significant carbon reductions to meet these legally binding targets.</p> <p>The Cranbrook Plan looks to ensure that development at the town is resilient to increased risks of flooding as a result of climate change and embedding the provision of Sustainable Urban</p>

Subject	Plan Objectives	Issues and Summary Commentary
	<p>14. Encourage and enable residents to minimise their carbon footprint by reducing the need to travel; but where necessary, to travel using sustainable means, comprising the use of public transport, walking and cycling</p> <p>15. To encourage the purchasing of goods and materials with low embodied carbon during the manufacturing processes by residents and developers and ensure that waste is recycled wherever possible</p>	<p>Drainage systems (SUDs)<sup>8</sup> within the town, seeking on plot infiltration of surface water in the first instance.</p> <p>The ability to move away from a dependency on fossil fuels requires increased building efficiency, a reduced need to travel by private vehicle, and an increase in the proportion of energy gained from renewable sources. Every opportunity must be taken to minimise the use of energy, through for example a building's construction form and layout or co-locating uses; but where energy is required, to maximise the opportunities for use of and generation of renewable energy.</p> <p>This approach is summarised within the energy hierarchy, and compliance with this gives the greatest chance of reducing carbon emissions from new development:</p> <ul style="list-style-type: none"> <li>• Minimise the need to travel and enable travel by sustainable means;</li> <li>• Minimise energy demand across the development;</li> <li>• Maximise the proportion of energy from renewable or low carbon sources;</li> <li>• Ensure in-use performance is as close as possible to designed intent.</li> </ul> <p>To support energy efficiency within the town and to seek to deliver the zero carbon agenda the plan quantifies a CO<sub>2</sub> reduction target and seeks to embrace the principles of the energy hierarchy including through a layout and other fabric first considerations and connection to and expansion of the existing heat network and private wire opportunities.</p>

<sup>8</sup> <https://new.devon.gov.uk/floodriskmanagement/sustainable-drainage/>

Subject	Plan Objectives	Issues and Summary Commentary
		<p>Climate change is predicted to reduce the productive capacity of many of the areas that we rely on for food. Creating space within urban areas to produce food is an important consideration for climate change resilience. Allotments, gardens and other community gardening spaces should be designed to enable food production to be a realistic proposition for residents in Cranbrook.</p>
Transport	<p>16. The majority of journeys originating from Cranbrook are made using sustainable transport.</p> <p>17. An integrated, coordinated transport system enabling people to move easily within Cranbrook, to neighbouring settlements and employment centres and beyond.</p> <p>18. An excellent network of safe walking and cycling routes in and around Cranbrook making active transport the first choice</p>	<p>The highway network around Cranbrook is constrained, particularly at major junctions on the A30 and M5 and further capacity upgrades are unlikely. This, along with the need to minimise transport emissions, requires a reduction in the proportion of journeys made by car.</p> <p>The most effective way of reducing car use is to make Cranbrook as self-sustaining as realistically possible to reduce the need to travel in the first place. However, with Exeter as a close neighbour the city will always attract a large number of Cranbrook residents to its jobs and services. With improved infrastructure a number of the resulting journeys could be by bicycle and this is the aspiration. In addition Cranbrook has excellent potential for public transport serving local and onward journeys so it is realistic to expect the majority of journeys starting in Cranbrook to be made using a sustainable mode of transport or comprise active design and travel principles. This will involve the provision of enhanced and extended cycle networks, and the upgrading of the current bus and rail services to maximise journey numbers.</p>

Subject	Plan Objectives	Issues and Summary Commentary
	<p>19. Parking is well designed to not be intrusive or dominant; with enough space to serve the community's needs whilst balanced against an ongoing dependence on the private car</p> <p>20. Be ready for future developments in transport technology</p>	
Landscape and biodiversity	<p>21. Protection must be afforded to the designated habitats and sites which are within access of the development through robust mitigation and enhancement</p> <p>22. Good quality allotments, community gardening spaces and private gardens encourage</p>	<p>Cranbrook benefits from an attractive, mostly undeveloped, surrounding landscape setting. Broadly speaking open countryside lies to the north, east and south/south-east of Cranbrook; on the western and south-western sides at/close to Cranbrook is Exeter Airport, Skypark, the major freight depot (including the Lidl distribution centre) and supporting infrastructure. It is inevitable that as Cranbrook grows outward there will be a loss of countryside to development and whilst this cannot be avoided it is essential that Cranbrook remains a town that is compatible with and sits comfortably within its surrounding landscape and environment.</p> <p>Critically however recreational pressures which can arise from an increase in population, could if not properly managed result in harm to internationally protected environments which are within 10km of the town. While mitigation can in part take the form of on-site enhancement and conservation work, a fundamental component of mitigation lies in the development of Suitable Alternative Natural Green Space (SANGS) which in essence is more easily accessible than the</p>

Subject	Plan Objectives	Issues and Summary Commentary
	<p>people to grow food and enjoy outdoor activity</p> <p>23. Green spaces and landscape features within and around Cranbrook are linked and have a variety of functions, making sure that they are as valuable and accessible as possible to the community and wildlife.</p> <p>24. Buildings and open spaces include nesting boxes and other features to create wildlife habitats that the community can also enjoy</p> <p>25. Features such as ponds and ditches are used to collect storm water and designed so that they help to create attractive</p>	<p>protected environment. With significant areas of green space surrounding the town which is currently largely inaccessible to the public this has the potential to be opened up and therefore off set direct recreational pressures onto less sensitive natural environments. This will be explored in more detail in a SANGs strategy. Such an approach can help to support the objective of ensuring that the town remains compatible with its landscape and the wider green Infrastructure strategy.</p> <p>Green Infrastructure (GI) refers to the network of green spaces and features that add to the health and wellbeing and setting of any town; GI includes parks and green corridors, wetland and wildlife areas, rivers and streams, as well as a multitude of other spaces that add to people's quality of life and support wildlife and biodiversity such as allotments and green corridors.</p> <p>People attach great importance to green infrastructure and the ability to get out on foot and by bicycle to enjoy the green space that is around. There are distinct health and quality of life benefits associated with attractive and accessible green space. As part of the importance placed on health and wellbeing in the town, more and better quality provision of GI is needed at Cranbrook in the future. Dedicated and safe routes for pedestrians and cyclists through green space at Cranbrook and to areas and facilities beyond is critical.</p> <p>The Cranbrook Plan seeks to:</p> <ol style="list-style-type: none"> <li>1. Locate development where it is best suited, taking account of the landscape character, the visual amenity of the area and flooding;</li> <li>2. Re-purpose existing landscape elements, e.g. re-use of existing drainage ditches as SuDS and using existing hedgerow network to support a network of cycling and pedestrian routes;</li> </ol>



Subject	Plan Objectives	Issues and Summary Commentary
	streets and open spaces	<ol style="list-style-type: none"> <li>3. Embed the design of SuDS following the SuDS management train within the delivery of a high quality public realm, e.g. design of green verges as rain gardens, the use of permeable paving to improve water quality, etc....</li> <li>4. Provide a variety of soft and hard landscape places which will act as platforms for a multitude of activities,</li> <li>5. Create a network of linked green space providing room for local flora and fauna to thrive and achieve net gains in bio-diversity</li> </ol> <p>Cranbrook already has many important and valued green and open spaces. The Country Park, in particular forms an asset for the town and this will need to be complemented by additional high quality green spaces and links through the town and into surrounding areas and countryside. Cranbrook falls within the wider Exeter and East Devon Growth Point and there is a GI strategy for this area<sup>9</sup>.</p>
Design and housing	<p>26. To secure buildings and spaces that are designed to encourage good health and wellbeing in residents and visitors of all ages</p> <p>27. A wide range of well-designed homes are</p>	<p>Having a safe and secure home is of fundamental importance to human health and wellbeing and Cranbrook is well placed to expand at a rapid rate providing many homes to new residents. The need for and delivery of new homes should not, however, be at the expense of the quality of the environment and the houses (both internal living space and external setting), other buildings and associated spaces will need to be of high quality and distinctive design.</p> <p>Design is not about things looking good for the sake of it, it is about creating properly functioning places and is a highly complex task that balances a large number of often conflicting interests. Poor design significantly hinders people's ability to lead healthy, happy and sustainable lives and</p>

<sup>9</sup> <http://eastdevon.gov.uk/planning/planning-policy/environment-and-green-infrastructure/green-infrastructure/>

Subject	Plan Objectives	Issues and Summary Commentary
	<p>available to rent and buy</p> <p>28. Spaces and buildings are designed to encourage people to talk to one another, allow people to trade goods and services and can easily be adapted to meet the changing needs of the community</p> <p>29. Spaces and buildings are designed to prevent crime and anti-social behaviour without the need for visible security</p>	<p>can lead to places becoming unattractive, often with people being unable to identify what it is that is wrong.</p> <p>Evidence and good design can be counter intuitive and contrary to people's initial thoughts on what makes places good. Design issues such as housing density or the level of parking provision would be a case in point, where relatively low densities and high levels of parking, that are often assumed to be desirable, actually produce developments that can be unattractive and do not function well for residents or visitors.</p> <p>Cranbrook is being developed, for the most part, by large volume house builders. There is a challenge inherent in creating unique places from housing units that are standard across the country. However, good masterplanning and urban design can enable character to develop within neighbourhoods by allowing a community to make spaces their own and find what uses would be most suitable for their needs. The developers only provide the early framework on which the community will build their town.</p>
Delivery and flexibility	30. Development at Cranbrook recognises change over time and allows flexibility of use and provides opportunity and space for emerging needs of the community.	Policy in this Cranbrook Plan provides for flexibility to encourage temporary uses to emerge and develop in locations before permanent uses become established. This is especially so for community and start up enterprises, and the temporary use of vacant buildings or land for a socially beneficial purpose until such a time that they can be productively used for more permanent activities is supported.

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<b>Subject</b>	<b>Plan Objectives</b>	<b>Issues and Summary Commentary</b>
	31. Cranbrook will develop as a sustainable new town, phased to ensure the community's needs can be met both during development and long into the future.	

Proposed for adoption

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# Use and Structure of this document

## Cranbrook Plan Policies Map

- 2.1 The Cranbrook Plan and the policies within it apply in the area defined on the Cranbrook Policies Map as 'The Cranbrook Plan Area'. This Cranbrook Plan Area supersedes the Cranbrook Plan Area indicated on the West End Inset map which accompanies the Local Plan 2013-2031. Policy boundaries and land allocations are set out on the Policies Map and the policies, text and reasoned justification in this plan should be read in conjunction with this map.
- 2.2 Outside of the defined area shown on the Cranbrook Policies Map the policies of the adopted East Devon Local Plan – 2013 to 2031 apply in full.
- 2.3 The Cranbrook Plan Policies Map, for the area it covers, supersedes in its entirety the spatial defined policies shown on the East Devon Local Plan (2013-2031) - West End inset map. Further detail is given on the following page.

## Superseded East Devon Local Plan policies

- 2.4 The Town and Country Planning (Local Planning) (England) Regulations 2012, in Regulation 8, item 5, states that:  
  
*“(5) Where a local plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.”*
- 2.5 Within the Cranbrook Policies Map area many Local Plan policies will remain in place but some policies will be superseded in part or in full by policies in this Cranbrook Plan. The full set of Local Plan policies, and commentary on whether they are superseded by policy in this Cranbrook Plan, is set out in Appendix 1. It should be noted that this plan introduces new policies for Cranbrook; these new policies are explicitly applicable to the defined Cranbrook Plan area and do not apply in any other part of East Devon. Where policies in this plan supersede existing Local Plan policies, in part or full, then the parts superseded are explicitly identified.
- 2.6 In practical terms and for determining any planning application that falls inside the defined Cranbrook Plan area it will typically be the Cranbrook Plan that is turned to first and then if relevant the Local Plan/other policy documents, including the National Planning Policy Framework. For any proposal outside of the defined area it will be the adopted Local Plan and its Policies Map that will be relevant.
- 2.7 Whilst Cranbrook is now a distinct town, with its own Town Council, there are areas of land and buildings that are close to Cranbrook (including in respect to where Cranbrook might develop in the future) that might not be perceived as being explicitly part of the town. For the purposes of this Cranbrook Plan the term 'at Cranbrook' is widely used. All land that falls within the area of land shown on the Cranbrook Plan is deemed, in policy terms, to be either 'in Cranbrook' or 'at Cranbrook'.

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## Strategic Policies

- 2.8 The 2021 National Planning Policy Framework at paragraph 21 requires development plans to make explicit which policies are strategic policies. Policies CB1 – CB14 inclusive, which are set out in the first section of The Cranbrook Plan are those which are to be considered strategic for the purposes of paragraph 21 and relate to the strategy, pattern and scale of development, and the delivery of related infrastructure.
- 2.9 Importantly these policies which seek to deliver the expansion of the town, demonstrate how development and growth which was identified in the East Devon Local Plan 2013-2031 is achieved.
- 2.10 Within the policies set out within the Plan there are a number of key words used. These have specific meaning/interpretation and for clarity and to avoid repetition within the document, a glossary is set out at the end of the plan. Where such terms are used within the plan, these are in **bold type and double underlined**.

## Non-Strategic Policies

- 2.11 As part of The Cranbrook Plan there is also a requirement to identify non-strategic policies which add a level of detail to and support the implementation of the strategic policies already outlined. Within this document, such policies are found within the second section identified as “Development Management Policies” (policies CB15 – CB28 inclusive) and seek to address various aspects of the local economy, environment and society. When read with retained policies of the Local Plan (2013-2031), the implementation of the combined suite of policies set out in both documents deliver both sustainable development and a genuinely Healthy New Town. Both aspects must be at the forefront of all decisions taken in respect of development in the town.

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## Strategic Policies

### CB1. Health and Wellbeing at Cranbrook

#### CB1 Health and Wellbeing at Cranbrook

To maintain and improve the good health and wellbeing of individuals and the community as a whole at Cranbrook, development proposals must:

1. Develop an attractive and legible built and natural environment that links into its surroundings, including the wider West End of East Devon, Exeter Airport and the Clyst Valley Regional Park;
2. Ensure that the community has, and is able to have, the infrastructure to support their needs and aspirations both now and into the future;
3. Ensure that all designs, proposals and decisions are coordinated to address the wider determinants of ill-health;
4. Ensure that locations of services and land-uses in Cranbrook integrate well with the community and are within easy reach on foot and bicycle wherever possible;
5. Create well designed streets and spaces using the Healthy Streets Approach to encourage walking, cycling and social activity;
6. Ensure that civic and community buildings are accessible to all and provide facilities to meet the needs of individuals and the community;
7. Ensure that housing is designed around spaces that encourage social activity; and
8. Ensure that housing typologies and resulting densities are appropriate to their locations to support vibrant economic activity and public services.

The Council will require all developers and applicants to demonstrate how proposals meet the objectives of this policy in order to embed positive health and wellbeing outcomes in the planning process.

- 3.1 The creation of a town which has positive health and wellbeing outcomes for all its residents is the overarching and fundamental principle underpinning policy making and decision taking in respect of the expansion of Cranbrook. Good health and wellbeing outcomes will be achieved through a holistic approach to development and delivery and will involve a coordinated multi-agency methodology. With mental ill health now recognised as a significant issue affecting many people in a variety of ways, and in particular suicide rates

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being the leading cause of death in both young men and women<sup>10</sup>, it is imperative that the factors affecting people's wellbeing are addressed wherever possible. To do this it is necessary to provide places that support good jobs, the means to develop accessible social networks, and the delivery of excellent education, all set within attractive, green environments that enable access to and an appreciation of the natural environment, close proximity and interaction with nature and through all this encourage activity.

- 3.2 From 2016 – 2019 Cranbrook has been one of ten NHS England Healthy New Town demonstrator sites and in late 2017 was selected by Sport England, as part of a joint bid with Exeter, to be one of twelve Local Delivery locations aiming to build healthier, more active communities and tackle stubborn inequalities. Cranbrook therefore can already demonstrate that it stands on a national platform for actively looking to improve health and wellbeing outcomes for its residents and this policy looks to embed this ethos throughout the planning process.
- 3.3 NHS England's priorities for the Healthy New Town program have been to plan and design a healthy built environment, create innovative models of healthcare and to encourage strong and connected communities. The publication "Putting Healthy into Place"<sup>11</sup>, sought to expand these priorities into the following 10 themes, which while yet to be fully tested provide a useful way of capturing and focusing on the available approaches:
- a) Plan ahead collectively
  - b) Plan integrated health services that meets local needs
  - c) Connect, involve and empower people and communities
  - d) Create compact neighbourhoods
  - e) Maximise active travel
  - f) Inspire and enable healthy eating
  - g) Foster health in homes and buildings
  - h) Enable healthy play and leisure
  - i) Provide health services that help people stay well
  - j) Create integrated health centres
- 3.4 Together these strands can be said to be looking to achieve a New Model of Healthy Living for residents.
- 3.5 The Healthy Streets Approach<sup>12</sup> is aimed at creating streets that are pleasant, safe and attractive through the use of 10 indicators which set out conditions which are important to everyone, everywhere. An important measure of success of the Approach will be through an increase in the use of the streets in Cranbrook by pedestrians and cyclists for both essential trips and social purposes. Social interaction is important to positive mental health and

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<sup>10</sup> Health Profile for England 2018. UK Government: Accessed 23.11.18 at

<https://www.gov.uk/government/publications/health-profile-for-england-2018/chapter-2-trends-in-mortality>

<sup>11</sup> Putting Health into Place: <https://www.england.nhs.uk/publication/putting-health-into-place/>

<sup>12</sup> Healthy Streets Approach: <https://healthystreets.com/home/about/>

therefore consideration of how the built environment can facilitate and encourage such interaction is crucial at the planning stage of development. When designing streets and roads (new and changes to existing), it is imperative that this is approached using health and wellbeing evidence to inform the design as opposed to a purely highway evidence based approach. This will further embed the prioritisation of active travel into the town.

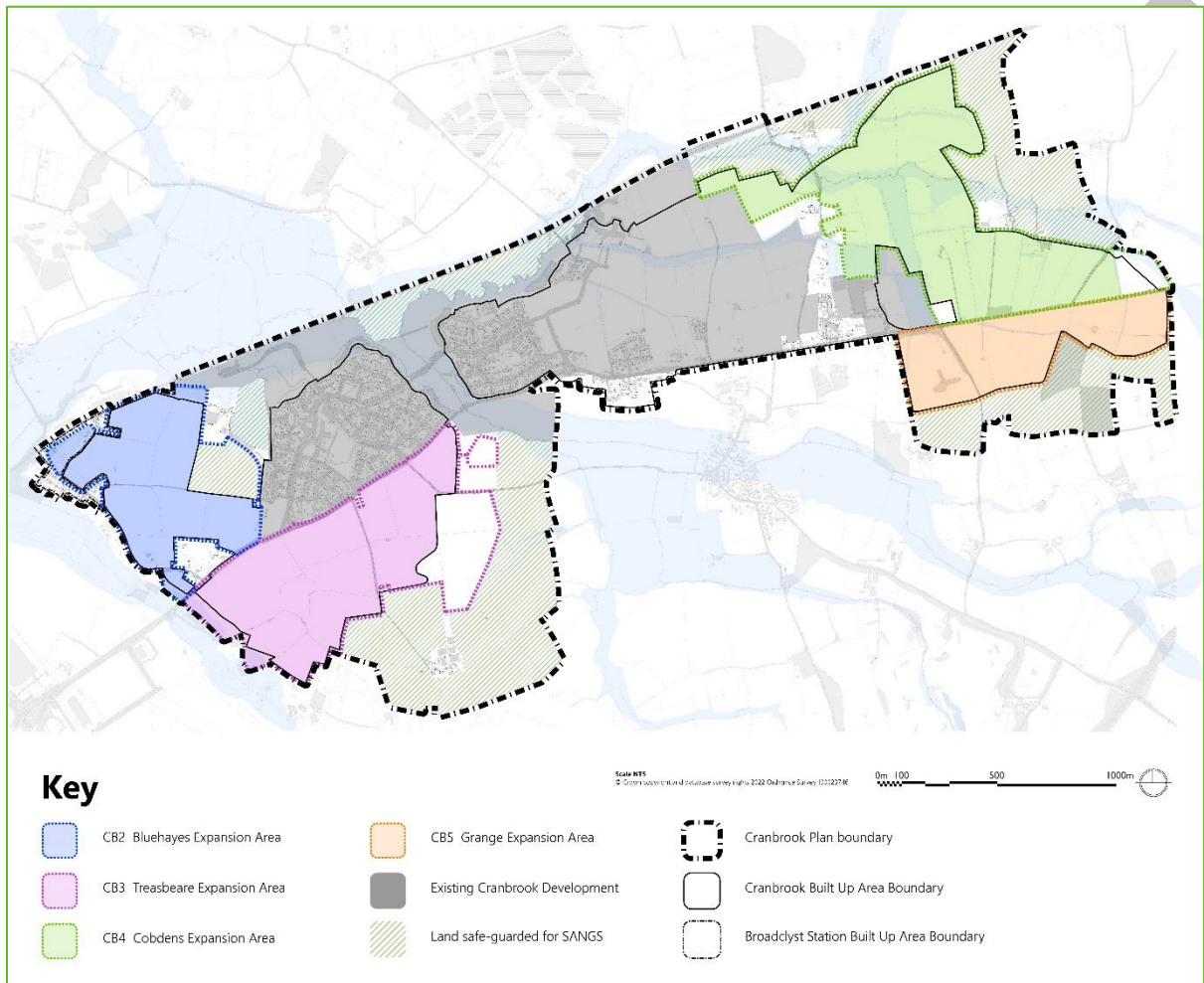


Figure 1 – Plan to show extent of the **four** expansion areas and the Plan’s boundary



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## CB2. Bluehayes Expansion Area

### CB2 Bluehayes Expansion Area

40 hectares of land at the Bluehayes Expansion Area is allocated for a mixed use development on the Cranbrook Policies Map

Detailed parameter plans prepared by the lead developer or jointly by the constituent developers, shall address all parts of the Bluehayes expansion area within their control and provide for all of the uses, requirements and infrastructure set out within this policy.

The parameter plans shall be agreed in writing by the Local Planning Authority as part of the first approval of any planning application for development in the parameter plan area. Subsequent applications within that area must comply with the approved parameter plans. It is not envisaged that parameter plans would change during the life of the development except under exceptional circumstances where clear justification for any change would need to be evidenced.

The Bluehayes allocation will accommodate the uses, developments and contributions listed as items 1 – 7 and deliver each in full unless otherwise stated. Where provision is made for these on the policies map, they should be delivered in broadly similar locations:

1. Around 960 new dwellings with typologies of property to reflect the location of development.
2. A mixed use area which provides for a sufficient range of uses and services to support the proper functioning of the local area. This must incorporate:
  - a) A range of business-spaces for Commercial, Business and Service uses/development (Class E); and
  - b) Spaces for other uses compatible with and to support the mixed use area, which could include uses from Class F1 (Learning and Non Residential), Class F2 (Local Community Uses), Class C1 (Hotels) and Class C3 (Dwellings Houses). Compatible sui generis uses may also be considered appropriate.

Any proposed individual retail business that has a net floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would not undermine the delivery and future vitality and viability of the town centre.

Where hot food takeaway uses are permitted there shall be no more than 2 hot food takeaways located adjacent to each other and at least 2 non-hot food takeaway units between groups of hot food takeaways. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the mixed use area being hot food takeaways. Hot food takeaways will not be permitted within 400 metres of a school.

Any proposals for residential development within the mixed use area must demonstrate **ground floor adaptability** to allow conversion to units that could be used for **business** activities.

Before an individual parcel of land within the mixed-use area is brought forward for permanent development it should be made available for '**meanwhile uses**' for temporary community or commercial development that are compatible with the character, appearance and location of the site

3. Formal open space recreational land (derived from the existing Bluehayes Parkland) comprising an area of at least 5.5 hectares.
4. A 420 pupil place primary school, with 57 place facility for early years provision and a room for community use of 100 square metres on a site of at least 2 hectares either as direct delivery by the developer or as serviced land together with a financial contribution equivalent to the cost of the school provision.

This requirement exists until either the school land has been transferred and finance secured or that the School delivery (if this is by a developer) has occurred in the Treasbare expansion area.

5. Equipped/serviced open space for the following typologies delivered at the specified rates (where rates are provided on a per 1000 population basis calculated at 2.35 people per dwelling):
  - Formal play space for children and youth (at 0.1ha)
  - Allotments (at 0.25ha)
  - Amenity Open Space (at 0.35ha)

For allotment provision, the identified land requirement excludes the associated land take for peripheral paths and areas for parking and drop off).

6. Financial contributions will also be required towards town centre facilities and community facilities serving Cranbrook as listed in CB6 (categories 4 A and B) and will be secured via Section 106 agreements.
7. Contributions towards London Road improvements.

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Planning applications for development parcels within the Bluehayes Expansion area must provide for pedestrian, cycling and vehicular access up to the boundaries of development parcel/s so as to ensure that adequate links between parcels are provided in the interests of facilitating a comprehensive movement network. This includes providing links between parcels in different ownership or control and ensuring that land is available to facilitate connection with development in the Treasbeare Expansion Area (CB3).

In addition to the expansion allocation that this policy provides for, accompanying land for SANGS provision in accordance with Policy CB14 is also safeguarded. SANGS provision in line with Policy CB14 together with financial contributions for direct enhancement and conservation of the Exe Estuary and Pebblebed Heaths must be provided to ensure that there are no adverse effects of development on European protected sites.

Within the Bluehayes expansion area appropriate road provision shall be taken to both the boundary of the **Parameter plan area** and the boundaries of any smaller parcels that fall outside the scope of the **Parameter Plan area**, such that the land which currently forms part of the property known as Coachfield House can obtain its primary access from the Bluehayes expansion area to the north. The site known as Coachfield House shall only be brought forward for residential development where this access can be obtained.

- 3.6 The Cranbrook Plan allocates land to the west of the existing town and the first phase of completed development, for a comprehensive mixed use scheme as an expansion of Cranbrook. This area lies between the west of England rail line which runs from Exeter St David's to Waterloo to the north of the site, London Road to the south, Bluehayes Lane to the east and Station Road and the properties of Broadclyst Station to the west. In addition, a small parcel of land to the west of Station Road and adjacent to London Road is allocated primarily for benefits it can offer to access arrangements; without these access arrangements being delivered, residential development of the site would not be desirable. The Bluehayes expansion area will define the western extent of Cranbrook with Station Road lying along its western edge. The small settlement of Broadclyst Station exists around Station Road, beyond which to the west, planning permission exists for a large warehouse and distribution site.
- 3.7 The Bluehayes expansion area will comprise a mix of housing, community and commercial uses that will provide a key route through the town linking the Cranbrook railway station with the Treasbeare expansion area, Skypark, Exeter Airport and existing development at Broadclyst Station.
- 3.8 Within the mixed-use area there is a requirement for **business** space to be provided. Although no minimum floor space for **business** use is set in this policy, the Cranbrook

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Economic Development Strategy<sup>13</sup> looks to deliver 18.4ha of land across the Town and Neighbourhood Centres and the allocated **employment** land, which this Plan secures. References to classes of development within item 2 of the policy are to Use Classes as defined in The Town and Country Planning (Use Classes) Order 1987 (as amended).

- 3.9 The Bluehayes expansion area is relatively unconstrained but the relationship with existing developments at Broadclyst Station on Station Road need to be carefully considered as well as the relationship with the railway line to the north. In addition, a small group of properties is accessed off the existing Bluehayes Lane which is a private road. These properties currently enjoy a comparatively secluded location and outlook and careful consideration of the impacts of development upon this area will be required. The Bluehayes expansion area will also form an important part of the Green Infrastructure provision for the town incorporating a formal park area which links into the strategic Clyst Valley Regional Park proposals set out in Strategy 10 of the East Devon Local Plan 2013-2031.
- 3.10 Provided the Bluehayes Park can be suitably linked to other green infrastructure, it will form a significant component of the necessary Suitable Alternative Natural Green Space (SANGS). This is one part of the necessary habitat mitigation which has been evidenced as being necessary within the South East Devon European Mitigation Strategy. This strategy has identified that additional housing within 10km of protected environments, comprising the Exe Estuary and Pebblebed Heaths, can otherwise have an adverse effect on the protected environments. In addition to SANGS which are discussed in more detail within Policy CB14 and the SANGS delivery strategy, on site mitigation measures have also been identified as being required. These can be secured in the form of financial contributions and together with SANGS would ensure that there are no adverse effects on habitats.
- 3.11 The existing Station Road junction onto London Road and the stretch of road to the immediate north is restricted. As a result, vehicular access into and through this expansion area needs careful consideration to ensure that it works technically (from a highway engineering perspective) but also supports the place making agenda that is important for a healthy new town; where homes, facilities and services are well connected and integrated and allow for easy pedestrian and cycle movement. Particular issues that are recognised for this area, note difficulties associated with the number of junctions that emerge onto the London Road in the vicinity, the routing of larger vehicles and lorries through or around the expansion area and the ability to get pedestrians and cyclists safely across the London Road – all affecting the location and design of a junction into the Bluehayes Expansion Area from London Road.
- 3.12 Together with the proposed development south of the London Road at Treasbeare, these two development areas form the new western gateway to the town and as a result will welcome residents and visitors to the settlement. As such, considerable care must be given to the place making agenda in this area and how infrastructure works with both the topography and existing highway. Particularly relevant to this is the crib lock retained embankment on the south of London Road which is made more awkward by the location of

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<sup>13</sup> <http://eastdevon.gov.uk/media/2260179/cranbrook-economic-development-strategy.pdf>

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pipework that serves the existing district heating for the town which is adjacent to it. Significant imagination will be needed to ensure that this arrangement represents an opportunity to aid place making rather than simply constraining it.

- 3.13 Additional education provision within the town has been identified as being needed after recognising the number of likely additional pupils that result from the expansion and the lack of existing capacity within the network of schools in surrounding towns and villages. In addition, such provision within walking distance of the houses being provided helps to deliver the aims and objectives of the plan, delivering walkable neighbourhoods and a healthy and self-supporting settlement.
- 3.14 Owing to the lack of existing capacity that exists within the education system locally, Devon County Council have advised that they would expect a primary school to be delivered alongside the first phase of any residential development. Currently it is anticipated that the Treasbeare expansion would come forward ahead of Bluehayes and in terms of place making there are advantages to locating the school within this area. In particular it is noted that within the Devon County Council consultation response to the Cranbrook Plan preferred approach that was published in November 2017, a highly accessible location was sought for the new schools which was within 500m of a neighbourhood centre. It is currently not proposed that Bluehayes would deliver such a centre and in this regard the walkability and accessibility of the school and resulting neighbourhood is diminished if it is divorced from the centre in Treasbeare. However on the basis that the attenuation field north of Bluehayes Lane is brought into public access and a link across the lane is delivered, it would result in a walking distance of a little over 500m from the existing neighbourhood centre at Younghayes Road. As a result it is considered that the accommodation of a school in Bluehayes would be supported despite this not being the optimal location.

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## CB3. Treasbeare Expansion Area

### CB3 Treasbeare Expansion Area

64 hectares of land at the Treasbeare Expansion Area is allocated for a mixed use development on the Cranbrook Policies Map.

Detailed parameter plans prepared by the lead developer or jointly by constituent developers shall address all parts of the Treasbeare expansion area within their control and provide for all of the uses, requirements and infrastructure set out within this policy.

The parameter plans shall be agreed in writing by the Local Planning Authority as part of the first approval of any planning application for development in the parameter plan area. Subsequent applications within that area must comply with the approved parameter plans. It is not envisaged that parameter plans would change during the life of the development except under exceptional circumstances where clear justification for any change would need to be evidenced.

The Treasbeare allocation will accommodate the uses developments and contributions listed as items 1 – 9 and deliver each in full unless otherwise stated. Where provision is made for these on the policies map, they should be delivered in broadly similar locations:

1. Around 915 new houses with typologies of property to reflect the location of development
2. A mixed use area which provides for a sufficient range of uses and services to support the proper functioning of the local area. This must incorporate:
  - a) A neighbourhood centre to provide a mix of compatible uses extending to provide at least 1500 square metres gross of non-residential ground-floor floor space;

This must include a proportion of floor space for Use Class E(a) shops; and also include:

- ii. A range of business spaces for other Commercial, Business and Service uses (Class E),
    - iii. Other uses compatible with and to support the mixed use area which could include uses from Class F1 (Learning and Non Residential), Class F2 (Local Community Uses), Class C1

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(Hotels) and Class C3 (Dwellings Houses). Compatible sui generis uses may also be considered appropriate,

Any proposed individual retail business that has a net floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would not undermine the delivery and future vitality and viability of the town centre.

Where hot food takeaway uses are permitted there shall be no more than 2 hot food takeaways located adjacent to each other and at least 2 non-hot food takeaway units between groups of hot food takeaways. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the mixed use area being hot food takeaways. Hot food takeaways will not be permitted within 400 metres of a school.

Any proposals for residential development within the mixed use area must demonstrate **ground floor adaptability** to allow conversion to units that could be used for **business** activities.

Before an individual parcel of land within the mixed-use area is brought forward for permanent development it should be made available for '**meanwhile uses**' for temporary community or commercial development that are compatible with the character, appearance and location of the site.

3. A 420 pupil place primary school, with 57 place facility for early years provision and a room for community use of 100 square metres on a site of at least 2 hectares either as direct delivery by the developer or as serviced land together with a financial contribution equivalent to the cost of the school provision.

This requirement exists until either the school land has been transferred and finance secured or that the School delivery (if this is by a developer) has occurred in the Bluehayes expansion area.

4. Equipped/serviced open space for the following typologies delivered at the specified rates (where rates are provided on a per 1000 population basis calculated at 2.35 people per dwelling):
  - Formal Open Space (at 1.0ha)
  - Formal play space for children and youth (at 0.1ha)
  - Allotments (at 0.25ha)
  - Amenity Open Space (at 0.35ha)

For allotment provision, the identified land requirement excludes the associated land take for peripheral paths and areas for parking and drop off.

5. A sports hub which delivers
  - a) 2x senior rugby pitches
  - b) 2 x Junior (midi) rugby pitches (Under 11/12)
  - c) 2 x Senior football pitches
  - d) 1 x Junior football pitch (Under 15/16)
  - e) Serviced land for 1 x floodlit Senior all weather pitch (artificial grass pitch - sized for rugby) accompanied by a financial contribution towards its delivery
  - f) Associated car and cycle parking spaces
  - g) Serviced land for both a sports pavilion to include changing facilities and a club room for use for social and community uses and land for 4 flood lit tennis courts.
  - h) Peripheral multi use path

6. **Employment** land comprising an area of 4.9 hectares.

**Employment** uses (which in the Treasbeare allocation excludes retail) must be of a nature, sited and designed so as not to have an adverse effect upon the amenity of existing and proposed residential properties, with particular consideration given to the potential effects of odour and noise.

7. 5 serviced permanent pitches for gypsies and travellers on an area of at least 0.5 hectares as shown on the policies map.

8. Land for an extension to the District Heating Energy Centre comprising 3.5ha as identified on the policies plan. This land shall be safeguarded until such time as up to 2 hectares of the site has been identified as necessary for use in connection with District Heating. At that time all residual land and any that is evidenced as not being required for District Heating or other energy purposes may be released for other **employment** generating development – subject to the appropriate planning permission.

9. Financial contributions will also be required towards town centre facilities and community facilities serving Cranbrook as listed in CB6 (4 A and B) and will be secured via Section 106 agreements

New residential and community development shall only be brought forward where it has been demonstrated that adequate on and off plot noise mitigation can be provided to help safeguard the health and wellbeing of residents. In addition development will not be permitted within noise sensitive areas B, C and D as shown on figure 2 below unless it has been evidenced that adequate mitigation in terms of noise has been provided for each area that safeguards the health of future occupiers of the residential properties within the area. It is expected that



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the mitigation provided which needs to include the construction of an acoustic pen at Exeter Airport, should aim to achieve a noise reduction such that the noise experienced by occupiers of the residential dwellings does not exceed 55 decibels in garden spaces. Mitigation measures should also ensure that internal noise levels for residential properties are at acceptable levels.

In addition to the expansion allocation that this policy provides for, accompanying land for SANGS provision in accordance with Policy CB14 is also safeguarded. SANGS provision in line with Policy CB14 together with financial contributions for direct enhancement and conservation of the Exe Estuary and Pebblebed Heaths must be provided to ensure that there are no adverse effects of development on European protected sites

Planning applications for development parcels within the Treasbeare Expansion area must provide for pedestrian, cycling and vehicular access up to the boundaries of development parcel/s so as to ensure that adequate links between parcels are provided in the interests of facilitating a comprehensive movement network. This includes providing links between parcels in different ownership or control and to the Bluehayes Expansion Area.

- 3.15 The Cranbrook Plan allocates land to the south of the existing town and the first phase of completed development, for a comprehensive mixed use scheme as an expansion of Cranbrook. This area lies between London Road to the north of the site, Exeter Airport to the south, Skypark to the west and has a local ridgeline marking the eastern boundary before the land falls away towards the village of Rockbeare. The Treasbeare expansion area will define the south western extent of Cranbrook.
- 3.16 The Treasbeare expansion area will comprise a mix of housing, education, community, sport, **employment** and commercial uses (together with safeguarded land for the energy centre) that importantly will provide a key location for activity in the town and act as a hub for education and sporting facilities in this area. The sports hub in Treasbeare will be the main hub in Cranbrook and provide a wider range of facilities than at the Ingrams Sports hub further to the east. Within this area the policy identifies a specific range of sports facilities that are required to be delivered. As part of these requirements it is noted that both the AGP and 2.14ha of grass pitches, are residual requirements from Cranbrook Phase 1 and the associated Section 106 agreement. The floodlighting specified as required to serve sports facilities must be designed so as to minimise light overspill onto areas not intended to be lit.
- 3.17 Within the mixed-use area there is a requirement for **business** space to be provided. The Cranbrook Economic Development Strategy<sup>14</sup> looks to deliver 18.4ha of land across the Town and Neighbourhood Centres and the allocated **employment** land, which this Plan secures. Applicants will be required to demonstrate how their proposals for development in

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<sup>14</sup> <http://eastdevon.gov.uk/media/2260179/cranbrook-economic-development-strategy.pdf>

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the mixed use area delivers on the objectives of the Cranbrook Economic Development Strategy in relation to the provision of **business** floor space.

- 3.18 The Treasbeare expansion area has a number of constraints that need to be carefully considered in the bringing forward of land for development. A local ridgeline marks the eastern extent of the Treasbeare expansion area with the land falling generally to the west and south, with localised undulations. To the east of the ridgeline the land falls sharply, with the village of Rockbeare located further east. Development that takes place close to the edge of the identified development parcel within this area, must be particularly sensitive both in form and height to the local landscape. Land north of Parson's Lane and south of London Road is presently identified as green wedge by Strategy 8 of the East Devon Local Plan 2013-2031. Much work has been undertaken to look at the landscape and visual impacts of the development of Cranbrook to the south of London Road, both east and west of Rockbeare. In respect of development parcels shown as part of the Treasbeare expansion area, development in the westernmost field identified as green wedge in Strategy 8 is not considered to have a demonstrably harmful impact upon the landscape or visual receptors and will not lead to a perception of settlement coalescence.
- 3.19 To the south of the Treasbeare expansion area lies Exeter Airport. The runway lies on a broadly east-west axis with the terminal building and main hangars associated with the airport lying to the south of the runway. Immediately to the north of the runway and to the south of the Treasbeare expansion area is land used for ground running (engine testing) of aircraft. Combined with general airport noise, this results in noise levels which at times significantly exceed the World Health Organisation's recommended limits for exposure to noise within what will become a residential environment. As such it is critical to the success of this expansion area that suitable mitigation is built into the fabric and orientation/layout of the development. This mitigation will additionally ensure that any plans for the future growth of Exeter Airport are not unreasonably restricted by the proximity of residential development in this expansion area. In respect of the ground running engine testing area located within the airport and the noise generated from this facility, safeguards within the development itself would be inadequate. It has therefore been evidenced that additional mitigation will need to be secured in conjunction with Exeter Airport to adequately address this issue.
- 3.20 Together with the proposed development north of the London Road at the Bluehayes Expansion Area, these two development areas form the new western gateway to the town and as a result will welcome residents and visitors to the settlement. As such, considerable care must be given to the place making agenda in this area and how infrastructure works with both the topography and existing highway. Particularly relevant to this is the crib lock retained embankment on the south which is made more awkward by the location of pipework that serves the existing district heating for the town which is adjacent to it. Significant care will be needed in the layout, landscaping and appearance of development within this area to ensure that this "constraint" is regarded as an opportunity and an attractive entrance to the town is designed.
- 3.21 As discussed within the Bluehayes expansion supporting text, it is considered that while a Primary school and its accompanying facilities could be delivered within Bluehayes, the more accessible and better integrated location is found within Treasbeare. This results from the accessibility and legibility that can be derived between the school itself, the

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neighbourhood centre that would be delivered within Treasbeare and the sports hub that is also located within this area. However the overriding requirement is the delivery of a school within the first phase of residential development that comes forward in any of the expansion areas. In this regard the delivery of a school within the Bluehayes area as opposed to the Treasbeare area would not be resisted. In the absence of a school within the Treasbeare area, the released land could be used to accommodate other identified requirements and a modest increase in the identified housing numbers. The housing numbers referenced in the Treasbeare policy make no allowance for any arising as a result of the primary school being delivered in the Bluehayes expansion area.

- 3.22 Habitat mitigation has been evidenced as being necessary within the South East Devon European Mitigation Strategy. This strategy has identified that additional housing within 10km of protected environments, comprising the Exe Estuary and Pebblebed Heaths, can otherwise have an adverse effect on the protected environments. In addition to SANGS which are discussed in more detail within Policy CB14 and the SANGS delivery strategy, mitigation measures on the protected environments have also been identified as being required. These can be secured in the form of financial contributions and together with SANGS would ensure that there are no adverse effects on these environments.
- 3.23 It is recognised that there is the potential for significant Second World War RAF heritage to be found across the Treasbeare area, noting the relationship and proximity to the airport. In this regard it is expected that development of this area and in particular the delivery of the SANGS surrounding the built development will need to fully respect and make provision for the setting of any features that are found as well as interpretation of such assets.

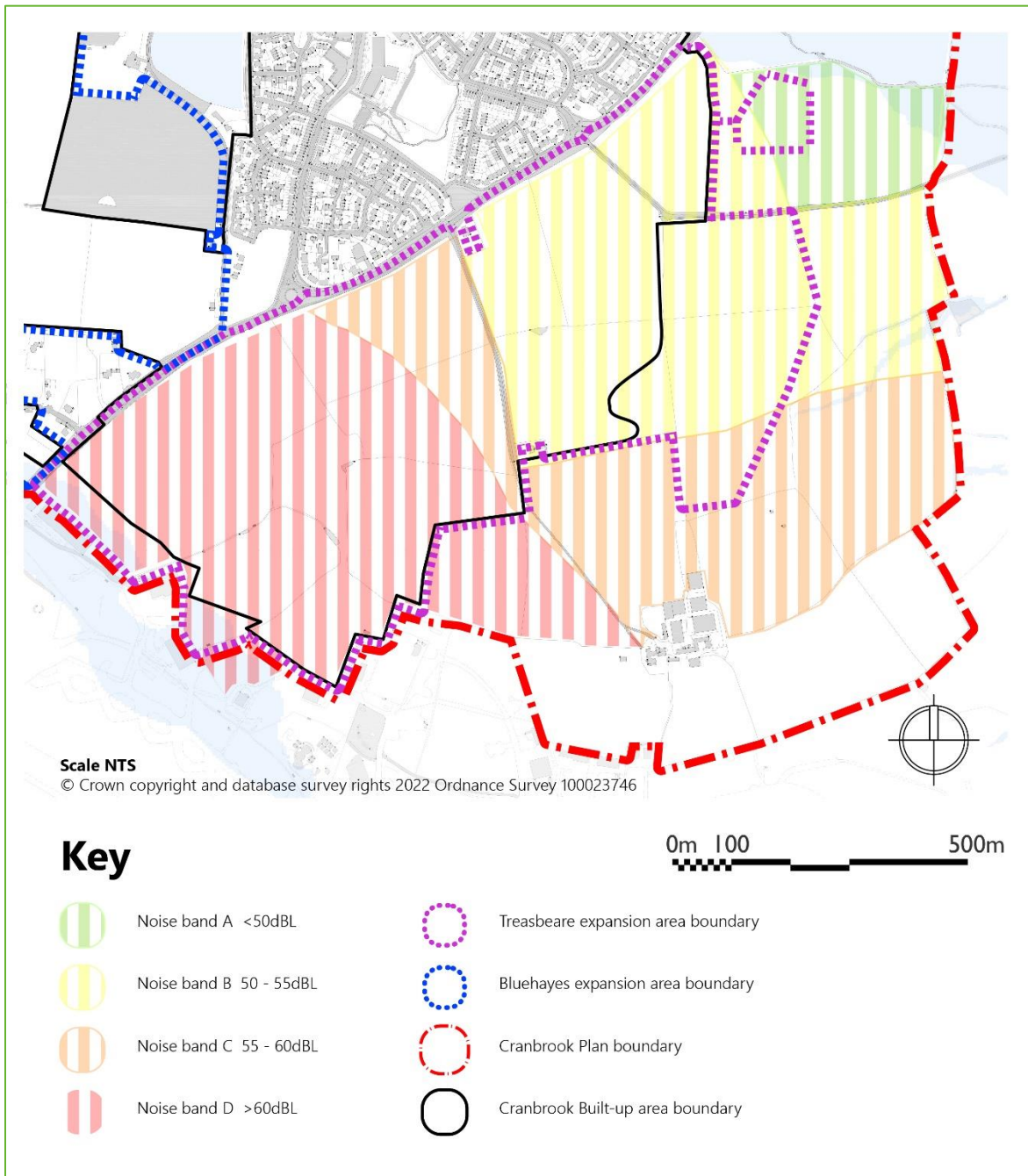


Figure 2 - Plan indicating noise contours in Treasbeare Expansion Area as referenced in policy CB3.

## CB4. Cobdens Expansion Areas

### CB4 Cobdens Expansion Area

71 hectares of land at the Cobdens Expansion Area is allocated for a mixed use development on the Cranbrook Policies Map.

Detailed parameter plans prepared by the lead developer or jointly by constituent developers shall address all parts of the Cobdens expansion area within their control and provide for all of the uses, requirements and infrastructure set out within this policy.

The parameter plans shall be agreed in writing by the Local Planning Authority as part of the first approval of any planning application for development in the parameter plan area. Subsequent applications within that area must comply with the approved parameter plans. It is not envisaged that parameter plans would change during the life of the development except under exceptional circumstances where clear justification for any change would need to be evidenced.

The Cobdens allocation will accommodate the uses developments and contributions listed as items 1 – 11 and deliver each in full unless otherwise stated. Where provision is made for these on the policies map, they should be delivered in broadly similar locations:

1. Around 1495 new houses with typologies of property to reflect the location of development
2. A mixed use area which provides for a sufficient range of uses and services to support the proper functioning of the local area. This must to incorporate:
  - a) A neighbourhood centre to provide a mix of compatible uses extending to provide at least 1250 square metres gross of non-residential ground-floor space;

This must include a proportion of floor space for Use Class E(a) shops; and also include:

- i. A range of business spaces for other Commercial, Business and Service uses (Class E).
- ii. Other uses compatible with and to support the mixed use area which could include uses from Class F1 (Learning and Non Residential), Class F2 (Local Community Uses),

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Class C1 (Hotels) and Class C3 (Dwellings Houses).  
Compatible sui generis uses may also be considered appropriate

Any proposed individual retail business that has a net floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would not undermine the delivery and future vitality and viability of the town centre.

Where hot food takeaway uses are permitted there shall be no more than 2 hot food takeaways located adjacent to each other and at least 2 non-hot food takeaway units between groups of hot food takeaways. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the mixed use area being hot food takeaways. Hot food takeaways will not be permitted within 400 metres of a school.

Any proposals for residential development within the mixed use area must demonstrate **ground floor adaptability** to allow conversion to units that could be used for **business** activities.

Before an individual parcel of land within the mixed-use area is brought forward for permanent development it should be made available for '**meanwhile uses**' for temporary community or commercial development that are compatible with the character, appearance and location of the site.

3. A 630 pupil place primary school, with 80 place facility for early years provision and a room for community use of 150 square metres on an area of land comprising at least 2.9 hectares either as direct delivery by the developer or as serviced land together with a financial contribution equivalent to the cost of the school provision.
4. Land for a 50 pupil place Special Educational Needs school on an area of land of at least 1.2 hectares.
5. Equipped/serviced open space for the following typologies delivered at the specified rates (where rates are provided on a per 1000 population basis calculated at 2.35 people per dwelling):
  - Formal Open Space (at 1.0ha)
  - Formal play space for children and youth (at 0.1ha)
  - Allotments (at 0.25ha)
  - Amenity Open Space (at 0.35ha)

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For allotment provision, the identified land requirement excludes the associated land take for peripheral paths and areas for parking and drop off.

6. An extension to the existing sports hub at Ingrams, through the provision of 1x youth 9v9 football pitch (Under 11's) on an area of land of at least 0.6 hectares (and located in accordance with annotation shown on the policies map). Direct physical connection to the Ingrams sports hub must be provided.
7. 10 serviced permanent pitches for gypsies and travellers on an area of land of at least 1 hectare as shown on the policies map.
8. Serviced land suitable to accommodate a place of worship and parsonage
9. Serviced land (of at least 1 hectare in size) for a cemetery shall be provided. Subject to groundwater testing, the land should be provided within the allocation or on land safeguarded Suitable Alternative Natural Green Space where this is located adjacent to the Cobdens allocation.
10. Financial contributions will also be required towards town centre facilities and community facilities serving Cranbrook as listed in CB6 (4 A and B) and will be secured via Section 106 agreements.
11. Contributions towards London Road Improvements

In addition to the expansion allocation that this policy provides for, accompanying land for SANGS provision in accordance with Policy CB14 is also safeguarded. SANGS provision in line with Policy CB14 together with financial contributions for direct enhancement and conservation of the Exe Estuary and Pebblebed Heaths must be provided to ensure that there are no adverse effects of development on European protected sites.

Planning applications for development parcels within the Cobdens Expansion area must provide for pedestrian, cycling and vehicular access up to the boundaries of development parcel/s so as to ensure that adequate links between parcels are provided in the interests of facilitating a comprehensive movement network. This includes providing links between parcels in different ownership or control.

- 3.24 The Cranbrook Plan allocates land for comprehensive development for the Cobdens expansion of Cranbrook. The Cobdens area lies to the east of the existing town of Cranbrook, north of London Road and abuts the west of England Exeter-Waterloo railway line. This area is currently characterised by smaller sized fields with a number of mature hedgerows. The most easterly parts of this area are defined by increasingly elevated land that at its highest affords extensive views in northerly, westerly and southerly directions.

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- 3.25 This Cobdens expansion area will contain around 1490 new homes and social and community facilities. It will include provision for a neighbourhood centre and associated mixed and **meanwhile uses** as well as a large area of Suitable Alternative Natural Green Space (SANGS).
- 3.26 Within the mixed-use area there is a requirement for **business** space to be provided. The Cranbrook Economic Development Strategy<sup>15</sup> looks to deliver 18.4ha of land across the Town and Neighbourhood Centres and the allocated **employment** land, which this Plan secures. Applicants will be required to demonstrate how their proposals for development in the mixed use area delivers on the objectives of the Cranbrook Economic Development Strategy in relation to the provision of **business** floor space.
- 3.27 The Cobdens expansion area of Cranbrook will need to form a coherent development with its own character and style that distinguishes it from other parts of Cranbrook. This area will ideally be developed as part of a larger comprehensive scheme that includes land immediately to the south of London Road (the Grange area). This Cobdens area will have a distinct character that draws on the local landscape features and existing hedgerows that currently exist on the land.
- 3.28 The Cobdens expansion area will accommodate a modest expansion of the existing sports facilities that are already permitted and under construction at the adjacent Ingrams sports hub. The enhanced hub will serve more than just the residents of the adjacent areas having a Cranbrook wide relevance while bringing together a different mix of sports uses to those provided within the Treasbeare sports hub. The expansion of the sports hub provision will by its nature need to be physically close to and well related to land prepared for sports through the implementation of the Ingram's consent.
- 3.29 It is expected that the medieval landscape character that is found within this area will need to be addressed through any development that is delivered. More specifically this will mean that development will need to fully respect and make provision for the setting of landscape character and respect the constraints (and opportunities) that this brings. As an approach to development, this is more specifically addressed elsewhere within the Plan.
- 3.30 Habitat mitigation has been evidenced as being necessary within the South East Devon European Mitigation Strategy. This strategy has identified that additional housing within 10km of protected environments, comprising the Exe Estuary and Pebblebed Heaths, can otherwise have an adverse effect on the protected environments. In addition to SANGS which are discussed in more details within Policy CB14 and the SANGS delivery strategy, mitigation measures on the protected environments have also been identified as being required. These can be secured in the form of financial contributions and together with SANGS would ensure that there are no adverse effects on these environments.

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<sup>15</sup> <http://eastdevon.gov.uk/media/2260179/cranbrook-economic-development-strategy.pdf>



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## CB5. Grange Expansion Area

### CB5 Grange Expansion Area

30 hectares of land at the Grange Expansion Area is allocated for a mixed use development on the Cranbrook Policies Map.

Detailed parameter plans prepared by the lead developer or jointly by constituent developers shall address all parts of the Grange expansion area within their control and provide for all of the uses, requirements and infrastructure set out within this policy.

The parameter plans shall be agreed in writing by the Local Planning Authority as part of the first approval of any planning application for development in the parameter plan area. Subsequent applications within that area must comply with the approved parameter plans. It is not envisaged that parameter plans would change during the life of the development except under exceptional circumstances where clear justification for any change would need to be evidenced.

The Grange allocation will accommodate the uses developments and contributions listed as items 1 – 5 and deliver each in full unless otherwise stated. Where provision is made for these on the policies map, they should be delivered in broadly similar locations.

1. Around 800 new houses with typologies of property to reflect the location of development
2. A mixed use area which provides for a sufficient range of uses and services to support the proper functioning of the local area. This must incorporate:
  - a) A community building of a minimum of 750 square metres floor space;
  - b) A neighbourhood centre to provide a mix of compatible uses extending to provide at least 1600 square metres gross of non-residential ground-floor floor space;

This must include a proportion of floor space for Use Class E(a) shops; and also include.

- i. A range of business spaces for other Commercial, Business and Service uses (Class E).

- ii. Other uses compatible with and to support the mixed use area which could include uses from Class F1 (Learning and Non Residential), Class F2 (Local Community Uses), Class C1 (Hotels) and Class C3 (Dwellings Houses). Compatible sui generis uses may also be considered appropriate.

Any proposed individual retail business that has a net floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would not undermine the delivery and future vitality and viability of the town centre.

Where hot food takeaway uses are permitted there shall be no more than 2 hot food takeaways located adjacent to each other and at least 2 non-hot food takeaway units between groups of hot food takeaways. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the mixed use area being hot food takeaways. Hot food takeaways will not be permitted within 400 metres of a school.

Any proposals for residential development within the mixed use area must demonstrate **ground floor adaptability** to allow conversion to units that could be used for **business** activities.

Before an individual parcel of land within the mixed-use area is brought forward for permanent development it should be made available for '**meanwhile uses**' for temporary community or commercial development that are compatible with the character, appearance and location of the site.

3. Equipped/serviced open space for the following typologies delivered at the specified rates (where rates are provided on a per 1000 population basis calculated at 2.35 people per dwelling):
  - Formal Open Space (at 1.0ha)
  - Formal play space for children and youth (at 0.1ha)
  - Allotments (at 0.25ha)
  - Amenity Open Space (at 0.35ha)

For allotment provision, the land requirement excludes the associated land take for peripheral paths and areas for parking and drop off.

4. Financial contributions will also be required towards town centre facilities and community facilities serving Cranbrook as listed in CB6 (4 A and B) and will be secured via Section 106 agreements.
5. Contributions towards London Road Improvements

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In addition to the expansion allocation that this policy provides for, accompanying land for SANGS provision in accordance with Policy CB14 is also safeguarded. SANGS provision in line with Policy CB14 together with financial contributions for direct enhancement and conservation of the Exe Estuary and Pebblebed Heaths must be provided to ensure that there are no adverse effects of development on European protected sites.

Planning applications for development parcels within the Grange Expansion area must provide for pedestrian, cycling and vehicular access up to the boundaries of the development parcel/s so as to ensure that adequate links between parcels are provided in the interests of facilitating a comprehensive movement network. This includes providing links between parcels in different ownership or control.

- 3.31 The Cranbrook Plan allocates land for comprehensive development for the Grange expansion of Cranbrook. This area of land lies to the south side of the London Road on the eastern extremity of the town. Lying south of part of the Ingrams sports pitches serving the existing town and existing development to its north western edge, the area has a good relationship with the existing town and the Cobdens development proposed to the north.
- 3.32 Within the mixed-use area there is a requirement for **business** space to be provided. The Cranbrook Economic Development Strategy<sup>16</sup> looks to deliver 18.4ha of land across the Town and Neighbourhood Centres and the allocated **employment** land, which this Plan secures. Applicants will be required to demonstrate how their proposals for development in the mixed use area delivers on the objectives of the Cranbrook Economic Development Strategy in relation to the provision of **business** floor space.
- 3.33 It is important that as with the western end of the town there is an attractive and welcoming entrance to the town at its eastern edge. Historically the London Road has acted as a bypass for the town but it is a key transport route to Cranbrook and will bring visitors close to the centre of the town. The success of Cranbrook as a place to not just live but as a place for, trade, leisure and recreation relies on it bringing in people from the surrounding area and beyond. The London Road is therefore its shopfront and it is important that the Grange expansion area provides an opportunity for people travelling along the London Road to understand that they have arrived at Cranbrook, what the town is all about, what is available and where to go to access it.
- 3.34 It is critical that the success of Cranbrook as a vibrant and healthy town does not come at the significant cost of its neighbouring communities of which Rockbeare is the closest. Rockbeare is an attractive and historic Devon village set within green fields and it is important that this character is maintained. The village sits down at a much lower level than

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<sup>46</sup> <http://eastdevon.gov.uk/media/2260179/cranbrook-economic-development-strategy.pdf>

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the London Road and Cranbrook and this topography helps to maintain a physical separation and allows each settlement to retain its identity and integrity.

- 3.35 The land to the east of Rockbeare is very important to its landscape setting and there are a number of key views out of the village in this direction which form the setting of the village and need to be protected for the benefit and identity of the community. This plan seeks to limit development on this side of Rockbeare ensuring that development to the east of the village utilises the existing topography and vegetation to ensure that development does not impose itself on the key views from the village.
- 3.36 The land to the north east of the village is set at the higher level of the London Road and benefits from some existing vegetation. Furthermore there are limited public views from the village out towards this land. It is therefore considered that some development can be accommodated in this area without it being visible from Rockbeare village while still retaining adequate separation to prevent coalescence between the two settlements. The natural steep drop in ground levels to the south of the Grange expansion area acts as a natural boundary to development and would restrict the further expansion of Cranbrook in this direction. This spatial distribution of development retains as undeveloped the land identified as Green Wedge in policy Rock06 of the Rockbeare Neighbourhood Plan.
- 3.37 While distinctly separate from the village of Rockbeare, the provision of open space and other services and facilities within the Grange expansion area presents an opportunity to provide services not currently available to residents of Rockbeare. These facilities would be within easy reach and would avoid the residents having to go into the main part of the town.
- 3.38 The main historical issues associated with development in this Grange expansion area results from the proximity to the old London Road and the setting of Rockbeare Manor and its associated Garden. Both assets in their varying form have the potential to influence how development is brought forward and it is essential that proper regard is given to these assets. As with other expansion area policies and supporting text, the requirement for this is more specifically addressed elsewhere.
- 3.39 Habitat mitigation has been evidenced as being necessary within the South East Devon European Mitigation Strategy. This strategy has identified that additional housing within 10km of protected environments, comprising the Exe Estuary and Pebblebed Heaths, can otherwise have an adverse effect on the protected environments. In addition to SANGS which are discussed in more details within Policy CB14 and the SANGS delivery strategy, mitigation measures on the protected sites have also been identified as being required. These can be secured in the form of financial contributions and together with SANGS would ensure that there are no adverse effects on these environments.

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## CB6. Cranbrook Infrastructure Delivery

### CB6 Cranbrook Infrastructure Delivery

Development that is proposed within the Cranbrook Plan Area must demonstrate that it will meet the likely demands of future occupiers/users by delivering, either in full or where necessary in part, the identified infrastructure from the 4 categories identified. This infrastructure is necessary to achieve a healthy, active, integrated and friendly self-reliant community.

#### Category 1

##### Physical Infrastructure to be provided by all development

This is to be provided by all development in proportion to the number of dwellings proposed and is generally expected to be provided on site.

- Open space (for each of the typologies and at the rates set out in Policies CB2 – CB5 inclusive)
- **Biodiversity net gain** (in accordance with Policy CB26)
- SANGS delivery and enhancement (in accordance with Policy CB14)
- Carbon reduction measures (in accordance with Policy CB12)
- Connection with the District Heat network (in accordance with Policy CB12)
- EV charging (in accordance with Policy CB19)

#### Category 2

##### Contributions necessary from all development towards

- SANGS management and maintenance (in accordance with Policy CB14)
- Off Site habitat mitigation (in accordance with Policy CB14)
- Travel planning (in accordance with Policy CB18)

#### Category 3

##### Infrastructure which is site specific must be delivered in full by developers of the relevant expansion area

In accordance with the allocation policies CB2 – CB5 inclusive and where each identifies specific infrastructure, this must be delivered in full by developers of the

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relevant expansion area and where prescribed, in particular locations. The land necessary for the particular item of infrastructure must be safeguarded from the start of the development in accordance with the agreed parameter plans.

**Bluehayes** (in accordance with Policy CB2)

1. 2 Form Entry Primary school and associated land\*\*
2. London Road Improvements (CB24)

**Treasbeare** (in accordance with Policy CB3)

1. 2 Form Entry Primary school and associated land\*\*
2. Sports pitches and associated land
3. Serviced land for tennis courts with flood lighting, pavilion and changing rooms, and AGP.
4. Energy Centre land (in accordance with Policy CB13)

**Cobdens** (in accordance with Policy CB4)

1. 3 Form Entry Primary school and associated land
2. Serviced land for a SEND School
3. Sports pitch and associated land
4. Serviced land for a cemetery
5. Serviced land for both a place of worship and parsonage
6. London Road Improvements (CB24)

**Grange** (in accordance with Policy CB5)

1. Community Building
2. London Road Improvements (CB24)

\*\* This facility is only required in one of the expansion areas where it is identified and will factor as a category 3 cost for that area when its final location is established.

**Category 4**

**Infrastructure for which contributions are necessary for the proper functioning of the Cranbrook expansion areas.**

To deliver infrastructure within this category, components must be funded by all developers across the Cranbrook Plan area. Respective contributions shall be derived on an equalised basis when considered with and offset against the cost of infrastructure and associated land required by category 3.

A. To help support the delivery of the town centre and meet the health needs of the town (in accordance with Policy CB21), contributions will be made towards:

1. Fire station
2. Children's centre and Youth centre fit out
3. Extra Care provision contributions
4. Health and Wellbeing hub contributions
5. Leisure centre contributions
6. Library fit out

B. In addition the following are also recognised as being necessary to make the expansion area development acceptable and also form category 4 infrastructure projects.

1. Offsite walking and cycling enhancements (CB18)
2. Pavilion and 8 team changing rooms for the Treasbeare Sports hub (of a minimum 490 square metres gross internal floor area) (CB3)
3. 4 no. Tennis Courts with Flood lighting
4. Secondary school education contributions (Devon County Council)
5. SEND school provision contributions (Devon County Council)
6. Shared cars and e bikes (CB18)
7. Sustainable transport enhancements (CB9)

It is expected that the identified infrastructure is delivered in accordance with or ahead of the phasing agreed through Policy CB7.

Residential development proposals on non-allocated sites within the Cranbrook Plan Area and those on allocated sites but which seek to deliver **excess housing numbers** shall make proportionate contributions to on and/or off site infrastructure in and around the town to mitigate for the increased occupation associated with the development.

3.40 Development of any kind can place demands on existing infrastructure and generate a need for new infrastructure and the expansion of Cranbrook is no different. It is imperative that for a healthy sustainable town, the community enjoys sufficient and appropriate services, delivered at the right time to allow the town and its residents to be largely self-reliant and in so doing help to develop a strong identity whilst also reducing the reliance on the private car.

3.41 An Infrastructure Delivery Plan has already been produced for the District as a whole and this includes detailed information on needs and costings for requirements at Cranbrook. The Cranbrook Infrastructure Delivery Plan that has been prepared builds on this and reflects both the requirements of policy as well as wider project delivery within the town. It plays an important role in demonstrating how and where these requirements will be met

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and delivered, seeking to coordinate both the delivery of the town centre which was consented under the first phase of Cranbrook as well as infrastructure required for the towns expansion.

- 3.42 In theory it would be possible to ensure that every developer either provided a proportion of the infrastructure component on their site, or paid an equivalent financial contribution. However this approach risks becoming unwieldy, long winded and highly inefficient with increased uncertainty over when and how particular components would be delivered. Fragmented delivery, or significantly delayed delivery would in reality fail to deliver any meaningful infrastructure; in sustainability terms, in place making, and in community building; this is an unacceptable approach.
- 3.43 As a result, there is a duty on all – Developers, Councils and Service providers to cooperate and support each other in the delivery of the infrastructure for the expanded town. Through the policy provision it is expected that infrastructure which needs to be provided in a particular area of the expansion should be delivered on site and/or paid for by that developer (although in some circumstances the end provider may agree to a financial contribution rather than direct provision). Such an approach helps to ensure that land is made available and the infrastructure delivered. Whilst this direct approach brings with it far greater certainty in terms of delivery, it risks placing undue burdens on developers in one part of the expansion compared with those who operate in a different area. As a result there is a need for costs to be equalised and therefore through this policy a strategy is set out which seeks to recognise the components which need direct on site provision as well as those that can reasonably be delivered through a commuted sum payment.
- 3.44 In respect of the two new primary schools and while the expectation is for delivery by the developers, the final model is not fixed. To facilitate delivery the Local Education Authority have indicated that if necessary they are willing to directly deliver or coordinate the delivery of the school provision themselves. However this is only on the basis that costs are recouped, so that the expansion area hosting the school ultimately pays for that school. If this approach is used, legal agreements would need to be structured to ensure that the relevant obligations, which would typically comprise 25% of developer liability at 10% of dwelling completions, a further 25% at 25% completions and the final 50% at 50% completions, are captured.
- 3.45 To effect this proportionate and, as far as possible, equalised approach, it is important to recognise that costs for onsite infrastructure can be offset against commuted sum costs for offsite provision. Such offsetting would allow a fair approach to be adopted whilst still ensuring delivery of infrastructure. The category for each project of infrastructure which will be considered in equalisation is set out within the policy and based on this examples of the mechanics for equalisation are shown within the IDP. Importantly there are a few infrastructure/projects which are not considered appropriate or suitable for equalisation. While set out elsewhere within the Plan they are listed here for clarity:

#### Bluehayes

- Road junctions and associated highway works



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#### Treasbeare

- Road junctions and associated highway works
- Noise mitigation measures required as a result of proximity to the airport
- 5 pitch Gypsy and Traveller site

#### Cobdens

- Road junctions and associated highway works
- 10 pitch Gypsy and Traveller site

#### Grange

- Road junctions and associated highway works

3.46 This policy as set out also helps to clarify that future windfall sites and those which are simply too small to realistically deliver on site infrastructure would also be expected to play their role in delivering the town and its infrastructure.

3.47 Ultimately the need for this policy arises following the recognition of the potentially disparate nature of the expansion areas and the risk that without it, a funding shortfall and potentially poor coordination could arise. With multiple owners, land promoters and developers involved, the Council recognises that it will have to play a much greater role in seeking to distribute costs and this policy helps to facilitate this approach.

3.48 Infrastructure and financial infrastructure contributions will be secured through the use of S106 legal agreements. A Community Infrastructure Levy of £0 applies within the Cranbrook Plan Area and therefore all development proposals which will lead to an impact upon infrastructure requirements will be expected to contribute through the S106 regime in accordance with this policy.

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## CB7. Phasing

### CB7 Phasing

The development of the individual expansion areas identified in policies CB2 – CB5 inclusive must be carried out in accordance with an approved phasing strategy for each expansion area (or **parameter plan area**) as part of an outline or detailed planning application.

Phasing strategies must demonstrate how social, community and physical facilities and infrastructure, including Suitable Alternative Natural Green Space, as well as **employment** land and premises will be delivered alongside or ahead of new housing. The approach to phasing will also require that central parcels of land, close to or adjoining, community and education facilities are developed first with subsequent parcels which are further away from such facilities coming forward as later stages of development, taking account of the need for development to remain viable.

School land as required by Policies CB2 – CB4 (for Bluehayes, Treasbeare and Cobdens) shall be identified before planning permission is first granted for development in each of these three expansion areas. The land must be secured through appropriate legal agreements with access and step in rights included.

Delivery can be made either through direct delivery by developers or by the Local Education Authority (LEA) / school provider (SP) where there is secured developer funding (including where necessary appropriate bonds) for that school.

Where the delivery is by the LEA/SP, then for the first school the secured land must be transferred, with construction access, prior to the commencement of any dwelling\*, while for the second school the land should be similarly transferred by the 750<sup>th</sup> dwelling\*. Subsequent servicing of the sites by the developer must be completed prior to occupation of the first dwelling\* for the first school, and prior to occupation of the 750<sup>th</sup> dwelling\* for the second school.

Where delivery is by the developer then the first primary school must be delivered before the first occupation of the 30<sup>th</sup> dwelling\*. The second primary school must be delivered before the first occupation of the 1650<sup>th</sup> dwelling\* in the event that the 420 place primary school is delivered first or the 2500<sup>th</sup> dwelling\* in the event that the 630 place primary school is delivered first.

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Once school land has been transferred or School delivery (if by direct delivery) has occurred in either the Bluehayes or Treasbeare expansion area the residual site within the other of these two areas can be released for alternative uses.

\* = trigger point to be assessed across all 4 expansion areas

- 3.49 The phasing strategies required by this policy shall cover the appropriate infrastructure within each of the four categories identified in policy CB6. Subject to the appropriate and specific phasing of school development, this method of funding and infrastructure development, would allow individual housing parcels to come forwards in the most efficient manner.
- 3.50 The timely and coordinated delivery of housing alongside the social, community and commercial infrastructure is essential to ensure that Cranbrook is able to meet its aspirations of being a truly sustainable and self-reliant town. If houses are brought forward in significant numbers ahead of the related infrastructure there is a risk that the town becomes reliant on Exeter for the greater part of its needs.
- 3.51 If this were to occur and if services and facilities were not forthcoming, a lack of alternative, suitable, accessible and timely modes of sustainable transport, would result in behavioural patterns that were focussed around private transport (in particular the car). Such patterns are notoriously difficult to change once established and a highly car dependant town with the majority of trips being taken out from the town would not only lead to increased inactivity but likely significant congestion on the surrounding road network
- 3.52 Tackling social inequality and health related issues requires easy access to range of facilities and services. These can most effectively be delivered within the local community but clearly require suitable accommodation and related infrastructure. As a current Healthy New Town there is an important emphasis on considering how health related benefits can be built into the fabric of the town thereby reducing the burden that is placed on the more traditional form of health care and the wider health system. One such means is social prescribing but for this to work requires suitable outdoor spaces, halls and informal meeting rooms as well connections between these through the delivery of a coordinated road network and availability of routes such as green lanes. The provision of a community space within three of the four expansion areas (such all future residents have easy access to such a facility) helps to demonstrate the commitment to this approach.
- 3.53 Timely education provision is vitally important to the successful expansion of Cranbrook, helping to strengthen the identity of the town through its ability to educate its own children within its own catchment. The approach set out in this policy seeks to ensure that the schools are delivered in step with the additional housing provision. Through the early release of the necessary school site to allow the Local Education Authority or school provider to deliver the school, or through early direct delivery of the school by the developer itself. This approach will prevent additional pressures being placed on surrounding schools both within and outside the town as a result of additional pupils being generated but without

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the necessary pupil places. By ensuring that schools are delivered in step with the demand for the additional pupil places it also promotes access to local school services and will limit the likelihood of the need for school drop offs and pick-ups to be made by private car.

- 3.54 Whilst alternative delivery models are recognised within both the Infrastructure Policy and expansion area policies, the key requirement remains that the host developer is responsible for the full funding of its identified school. However in the event that the Local Education Authority delivers the school and to reduce its exposure to receiving funds from just one developer, a bond or equivalent safeguarding mechanism may be required of that developer. This arrangement would allow the LEA to still access funds if there is a default by a developer on its obligation and helpfully allows different delivery models to be employed if necessary in each of the two expansion areas that will host a school. It also maintains the ability to equalise costs as set out within Policy CB6.
- 3.55 In terms of the “who goes first”, the Local Authority considers that unless there is a start on site by one of three expansion areas or lead developers then its preference would be to have the first school delivered in Cobdens followed by the second in Treasbeare. This comes from a recognition of the size and accessibility of the existing and emerging catchments despite the delivery timescales for the Grange area which is anticipated to have a later start on site than either Treasbeare or Bluehayes. However it would support delivery from either Treasbeare or Bluehayes first if one of these sites is ready to deliver ahead of Cobdens as currently anticipated within the housing trajectory. Where all three host areas have permission in place and in the event of developers “waiting” for each other, the Local Authority would consider using its step in rights to seek delivery of the schools, most likely, in this order. If both Treasbeare and Bluehayes are at a similar point ahead of reaching the relevant trigger for school/land delivery, then the expectation remains that the Treasbeare allocation should be the host for the 2FE school development.
- 3.56 When used in tandem with the Cranbrook Infrastructure Delivery policy CB6 and the requirements of the expansion area policies, this phasing policy will ensure that the schools come forward as items of infrastructure which are fully funded by the individual expansion area in which a school is to be located and in the required time, without acting as a ransom upon any one developer. This is due to the requirement for agreed phasing strategies to have regard to the phasing of the other expansion areas so as to ensure that the schools are constructed as per the timings set out in this policy.
- 3.57 Set out in more detail in Policy CB14 and the associated supporting text, SANGS is to be delivered in a timely fashion and must be in place and be of a suitable quality before first occupation of dwellings in each phase or sub phase. This approach is to ensure that adequate SANGS are in place before recreational impacts occur. The SANGS delivery strategy recognises that a failure to deliver SANGS appropriately would result in adverse effect on internationally protected sites and in so doing breach the legal duty imposed by The Conservation of Habitats and Species Regulations 2017. Proper consideration must be given to this requirement in bringing forward housing development.



Figure 3 – pylons located within the Cobdens expansion area which will influence the phasing of delivery within this expansion area

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## CB8. Cranbrook and Broadclyst Station Built-up Area Boundaries

### CB8 Cranbrook and Broadclyst Station Built-up Area Boundaries

The Cranbrook and Broadclyst Station Built-up Area Boundaries are defined on the Cranbrook policies map. Within the built-up area boundaries, development will be permitted if:

1. It would be compatible with the character of the site and its surroundings;
2. It would not lead to unacceptable pressure on infrastructure or services;
3. It would not adversely affect the risk of flooding on or off-site;
4. It would not damage, and where practical, it will support promotion of wildlife, landscape, townscape or significant heritage assets;
5. It would not involve the loss of land of local amenity importance or of recreational value;
6. It would not impair highway safety or traffic flows;
7. It would not prejudice the development potential of an adjacent site.

3.58 The development of Cranbrook to-date has taken place largely on site allocations (contained in the old Local Plan 1995-2011) but outside of any defined built-up area boundary. Given both the existing and proposed scale and development of the town, Cranbrook now has a clear identity with sufficient level of facilities and services to justify its own built-up area boundary.

3.59 In addition to defining a built-up area boundary for Cranbrook, a separate boundary is defined for Broadclyst Station. Whilst in isolation, this hamlet of residential and commercial properties does not demonstrate the necessary services and facilities to merit a boundary of its own, following the development of the Bluehayes expansion area the hamlet will lie immediately adjacent to Cranbrook and therefore inclusion within a built-up area boundary is appropriate.

3.60 In order to ensure consistency across the District, the criteria used for defining the built-up area boundaries for both Cranbrook and Broadclyst Station is the same as that used to define the built-up area boundaries in the Villages Plan, adopted by East Devon District Council in July 2018.

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3.61 The designation of a built-up area boundary determines areas and locations that are appropriate, suitable and acceptable for development. The boundary serves three primary functions:

1. Sets limits for outward expansion of settlements and in so doing controls the overall scale and location of development that occurs in order to ensure implementation of the plan strategy;
2. Prevents unregulated development across the countryside and open areas;
3. Defines (within the boundary) locations where many development types, in principle, will be acceptable because they will complement objectives of promoting sustainable development.

3.62 Outside the defined built-up area boundaries shown on the policies map and included for other settlements in both the East Devon Local Plan 2013-2031 and the Villages Plan, Strategy 7 – Development in the Countryside, of the East Devon Local Plan 2013-2031 will apply.

Proposed for adoption

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## CB9. Public Transport Enhancement

### CB9 Public Transport Enhancement

Provision shall be made for an enhanced public transport network serving the expanded town.

Such provision shall be made through the following measures:

- Safeguarding of land as shown on the Policies Map for the future delivery of a second railway station;
- Enhanced bus capacity and routes, and a typical frequency of at least every 15 minutes

This suite of measures shall be so deployed as to maximise access to and the expected use, of public transport across the town.

In addition, and specifically for bus infrastructure the following measures shall also be provided:

- Primary roads though Cranbrook shall be designed to accommodate bus services
- Bus stops, shall be serviced so that they can display real time data and shall be provided at regular intervals throughout the town so as to adequately serve residential and **employment** areas.

Safeguarding of land for a second station supports the longer term ambition to deliver a second station at Cranbrook. It is envisaged that this would require Government/third party funding to deliver

Development or uses that could prejudice the provision of a railway station on the safeguarded land will not be supported.

In addition development in the vicinity of the safeguarded land for the second railway station shall be designed to allow for ease of access and promote access to the future station. The form and layout of built development must ensure that new footpaths, cycle ways and roads provide for easy and direct access for prospective future station users.



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- 3.63 The Devon & Torbay Local Transport Plan (LTP)<sup>17</sup> has a vision of the transport system helping to deliver a low carbon future and a healthy population living in an attractive environment. As part of the drive towards reducing reliance on the private car, the delivery of transport infrastructure at Cranbrook should be provided to enable enhanced bus and rail services to the town and its residents and visitors as part of meeting this vision.
- 3.64 A single bus service runs through the town, providing half-hourly buses between Cranbrook and Exeter City Centre to the west and Axminster or Honiton to the east. As the town grows it is likely that a more extensive bus service will be required and this could link to other strategic infrastructure local to the area including Exeter Airport, Sky Park and Science Park in order to provide links between residential and commercial opportunities in the wider locality. Bus routes will be designed in conjunction with the Local Highway Authority and relevant bus operators.
- 3.65 Cranbrook is also presently served by an hourly rail service on the Exeter – London Waterloo West of England line. The upgrading of this to a half-hourly service, providing trains to Exeter City Centre with a less than 10 minute journey time is anticipated to result in increased patronage and contribute towards the objectives of the LTP.
- 3.66 The existing Cranbrook Station is located north of phase 1 of the development of the town, making it well related to properties and commercial activity west of the Town Centre and also to the Bluehayes and Treasbeare expansion areas. The station enables journey times to Exeter City Centre of 10 minutes, significantly less than the 25-35 minutes it takes by car or bus. However, walking and cycling distances to the station from the phases east of the Town Centre and from the Cobdens and Grange expansion areas are significantly greater, and far in excess of the 1km recommended suitable walking distance to a station, within which use of rail as a mode of transport is more likely.
- 3.67 The delivery of a second railway station to Cranbrook in the location of the safeguarded land would place access to rail services within a reasonable walking and cycling distance for the majority of residents of the extended town and thus significantly increase the likelihood of rail services being used and accessed via active travel. Feasibility work has identified the safeguarded land as the only suitable location for a second station, due to constraints on alternative locations including topography, flooding and proximity to existing stations.
- 3.68 Enhanced frequency on this section of the Waterloo Line is in Devon County Council's existing Local Transport Plan 3, the Devon County Council Transport Infrastructure Plan and East Devon District Council's Infrastructure Delivery Plan. It is therefore something that has the potential to progress and make a difference to the accessibility of local residents to the rail network.

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<sup>17</sup> <https://new.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/devon-and-torbay-local-transport-plan-3-2011-2026/>



Figure 4 - Cranbrook Railway Station, located north of the western end of phase 1 of the town.

Proposed

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## CB10. Cranbrook Affordable Housing

### **CB10 Cranbrook Affordable Housing**

Affordable housing will be required on residential developments within the built-up area boundaries of Cranbrook and Broadclyst Station at a rate of not less than 15% of total dwelling numbers.

Where a proposal does not meet the above rate it will be necessary for an applicant to submit evidence to demonstrate why 15% provision is not viable or otherwise appropriate. An overage clause will be sought in respect of future profits and affordable housing provision, where levels of affordable housing fall below this policy requirement.

The thresholds at which this policy shall apply will be the minimum set out in Government policy or guidance (including any lower thresholds which Local Planning Authorities have the discretion to establish). Where there is no applicable Government policy or guidance there will be no minimum size threshold at which affordable housing will be sought, subject to there being up to date strategic evidence that the general delivery of housing would not be significantly undermined.

Affordable housing shall be provided on-site unless it is exempted through Government policy or guidance, is not mathematically possible or where off-site provision of equivalent value is robustly justified by circumstances such as no registered provider being willing to manage the new affordable units or other legitimate planning reasons. In such cases, off-site provision or a financial payment towards off-site provision will be required and must contribute to the objective of creating mixed and balanced communities.

Affordable housing tenure is sought as 70% social and affordable rented accommodation and 30% affordable home ownership or other affordable tenure. However in periods of depressed markets an alternative negotiated mix to reflect viability considerations and help deliver schemes may be acceptable, subject to complying with Government policy or guidance on the matter. The District Council will consider issues of development viability and housing mix including additional costs associated with the development of brownfield sites, mitigation of contamination and the provision of significant community benefits provided the assessment process is completely transparent and there is full financial disclosure by the applicants. Any submitted viability assessments including methodologies should be made publicly available.

Affordable housing must be visually indistinguishable from open market housing and must be 'pepper-potted' or dispersed throughout residential developments.

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- 3.69 The delivery of affordable housing is vital to the social sustainability of Cranbrook and the wider East Devon housing market and helps to ensure that a suitable and affordable home is available to all.
- 3.70 At a rate of 15%, the delivery of affordable housing for the expansion of the town will be lower than the 30% seen at Cranbrook to date and lower also than the rate sought in the remainder of East Devon through Strategy 34 of the East Devon Local Plan 2013-2031. However, this level of affordable housing delivery is based on a viability exercise which has been carried out and which demonstrates that in order to maintain a level of infrastructure that is required for the delivery of the expanded town, a profit for developers, and a land value that is sufficient to incentivise land owners to release their land for development, a lower level of affordable housing is justified.
- 3.71 This approach mirrors the requirements of the National Planning Policy Framework (2021) and more particularly the legal requirement of the Planning and Compulsory Purchase Act 2004 (Section 39 (2)) where it requires that plans must be prepared with the objective of contributing to the achievement of sustainable development and in addition should be aspirational but deliverable (paragraph 16b).
- 3.72 Housing and affordable housing does not in itself make a plan sustainable. It is the balance and interaction of homes and the environment, people and the opportunities available to them, layout and the nature of access, that all contribute to sustainability. In this regard the reduction of the affordable housing percentage evidenced here recognises the need for this balance. It helps to ensure that the development of housing and economic activities at Cranbrook is balanced with the delivery of the infrastructure needed to support the community, such as sports and leisure facilities, transport and health infrastructure. In essence the plan delivers the instruction in paragraph 34 of the National Planning Policy Framework (2021), ensuring that the plan sets out a clear expectation of levels of affordable housing and the required infrastructure without compromising the viability. Paragraph 34 states:
- Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.*
- 3.73 As a new town, the entirety of the first phase of development, that is the delivery of the first 3500 houses, has been delivered with 30% affordable housing. This means that with the exception of a small number of original houses within the area, the entire town provides for 30% affordable housing. Whilst vitally important for the health of the early town and delivery of essentially a family focussed settlement, it is now appropriate that the scale and mix of houses is diversified. Part of this diversity can be driven by a lower affordable housing requirement which would allow a greater mix of house types and housing markets to be achieved with the consequential effects of helping to balance the community, social diversity and ultimately the sustainability that is enjoyed by current and future residents. Whilst not

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itself a driver for such a reduction such a recognition is a further benefit that will arise from the reduced level.

- 3.74 In seeking to widen the nature and type of housing delivered at Cranbrook, as well as the affordable housing choice it is noted that the National Planning Policy Framework broadens the definition of such housing. The definition now includes affordable housing for rent, starter homes, discounted market sales housing (sold with a discount of at least 20%) and other affordable routes to home ownership, including shared ownership and rent to buy schemes. This gives more flexibility in the types of scheme which could be delivered in order to fulfil the affordable housing requirement, helping to open up the market and widen the range and types of product available.
- 3.75 The National Planning Policy Framework (paragraph 64) sets a default position of not less than 10% of housing on major developments to be available for affordable home ownership; an exemption to this is allowable where to require 10% delivery would prejudice the ability to meet identified affordable housing needs. Policy CB10 proposes that 30% of the total affordable housing is made available for affordable home ownership, which represents approximately 4.5% of the total dwelling numbers across the expansion areas. However, the predominant demand for affordable housing in East Devon is for rented accommodation and therefore it is considered appropriate to continue to require this housing mix, which is consistent with the existing Local Plan 2013-2031. Policy CB11 (Cranbrook Custom and Self Build Housing) sets a minimum requirement of 4% of housing being made available for custom and self-build plots. This will give an overall level of 8.5% of homes being either affordable or developed by people who wish to build or commission their own homes, which is often more affordable than buying a property on the open market.

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## CB11. Cranbrook Custom and Self Build Housing

### **CB11 Cranbrook Custom and Self-build housing**

As part of meeting housing needs, securing greater housing diversity and encouraging high quality design, proposals for custom and self-build housing at Cranbrook, to be occupied by those persons commissioning or undertaking the construction will be supported.

4% of the total number of dwellings proposed in each of the individual Expansion Areas in policies CB2-CB5 inclusive, must be delivered as custom and self-build plots and their delivery recognised within the phasing strategy. The delivery of self and custom build plots within each of the Expansion Areas must include a proportion of plots as affordable housing which are to be secured through legal agreements.

All custom and self-build plots must be actively marketed to individuals and custom build companies (as appropriate) and reasonably priced to reflect prevailing market conditions. A marketing and pricing strategy shall be agreed in writing with the Local Planning Authority in advance of a plot/s being first marketed. Any plots that have not been sold after 2 years of being continuously marketed in accordance with this policy shall be made available for development on the open market.

- 3.76 The UK has one of the lowest levels of houses delivered through self and custom-build in Europe. Custom and Self-build homes now form a key part of the government's housing strategy and this is enshrined in legislation through the Housing and Planning Act 2016 and Self-build and Custom House Building Act 2015. The National Planning Policy Framework now recognises that in meeting housing need, Local Planning Authorities should include people wishing to commission or build their own homes (para. 61).
- 3.77 A legal definition of self and custom build housing is contained within the Self-build and Custom House Building Act 2015 (as amended) and is summarised in the National Planning Policy Framework as 'Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual.' The Act states that this definition does not include the building of a house on a plot acquired from a person or company who builds the house wholly or mainly to plans or specifications decided or offered by that person or company. This would normally rule out properties offered by volume house builders as standard house types have little or no opportunity for customisation. However where it can be demonstrated that the initial owner (occupier) of the house will have a primary input into its final design and internal layout then this approach would comply with the definition of customisation. Evidence for this scope of input will be required and will be secured as part of any permissions granted.

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- 3.78 Research suggests that the main barriers to people building their own homes are firstly the lack of available land, and secondly the difficulty in agreeing mortgage finance<sup>18</sup>. The expansion of Cranbrook presents a major opportunity to address the main barrier to self and custom-build by allocating a proportion of development for self and custom-build homes.
- 3.79 Custom and self-build housing can be delivered as either market or affordable housing and each meets the needs of different groups in the housing market. The Council would like to see custom and self-build housing at Cranbrook deliver both types of housing in order to meet demand and address need.
- 3.80 It is envisaged that the delivery of custom and self-build housing at Cranbrook will primarily be on fewer larger sites as opposed to being dispersed throughout the expansion areas and individual sub-phases. This is reflected in the Cranbrook Masterplan document, which identifies potential sites where the delivery of custom and self-build housing may be particularly suitable.
- 3.81 Policy H2 of the adopted East Devon Local Plan (2013 – 2031) encourages developers to make at least 10% of plots available for sale to small builders or people wishing to build their own home. As part of the evidence base prepared to support the Cranbrook Plan, research has been undertaken to assess the scale and type of demand for custom and self-build housing in Cranbrook<sup>19</sup>. This used a demand assessment model and evidence from the East Devon self-build register to estimate the demand for custom and self-build in Cranbrook. To date no custom and self-build has occurred at Cranbrook and the research estimates that 170 plots, equating to 4% of the total allocations, need to be provided to meet the full demand at the town over the plan period.
- 3.82 A review of recent development plan policies elsewhere shows that the requirement for custom and self-build plots on strategic sites is between 2% and 5% (this would equate to between 157 and 392 plots for Cranbrook). The report makes it clear that the estimate of demand for 170 plots is a baseline figure and that further demand could be encouraged through positive promotion of custom and self-build and the delivery of a high quality self-build environment. Providing serviced plots at Cranbrook could also help to meet the demand for plots across a wider area than East Devon.
- 3.83 In addition to meeting the forecast demand for custom and self-build through the provision of plots at Cranbrook there are many reasons for encouraging higher levels of custom and self-build through the Cranbrook Plan. The report on demand concludes that the provision of custom and self-build at Cranbrook would help to diversify the range of house opportunities in the new settlement and attract a range of household types. Such an approach meets the expectations of Paragraph 72 of the NPPF which requires a variety of homes to meet the needs of different groups in the community to be provided in new settlements.

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<sup>18</sup> UK Parliament (2017) *Self-Build and custom build housing (England)*. Parliamentary Briefing paper

<sup>19</sup> <http://eastdevon.gov.uk/media/2760827/East-Devon-CIL-Review-and-Cranbrook-Viability-Report.pdf>

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- 3.84 Encouraging greater levels of self and custom-build homes at Cranbrook will increase the diversity of designs and types of homes delivered. This will be of great value in allowing areas of Cranbrook to develop distinctive characters, and help with the ability to navigate around the town.
- 3.85 Increasing the diversity of developers to include individuals and groups rather than a small number of volume house builders will also provide greater resilience to the supply of homes. It has the potential to increase the affordability of new homes, as a self or custom-build home costs around 20% less to the occupier than the equivalent developer built home.
- 3.86 Self and custom-build homes are much more able to adapt to more challenging site conditions and contexts than homes built by volume developers precisely because they can be custom designed to suit both the occupier and the site. Areas of Cranbrook that would not normally be attractive to a volume developer, perhaps because of challenging topography, may therefore be well suited to custom and self-build. This may also be the case in areas outlined for mixed-use development that need bespoke design. The Local Planning Authority will support and encourage custom and self-build designs to utilise innovative, exciting and unconventional design solutions which respond appropriately to local context.
- 3.87 The Local Planning Authority will promote the Council's custom and self-build register and using data from both the register and other available sources (such as the Buildstore registers) will ascertain on an annual basis the current level of demand for custom and self-build plots at Cranbrook. This will determine the percentage of custom and self-build housing to be delivered at Cranbrook on sites which do not have the benefit of planning permission, in line with policy CB11.
- 3.88 Policy CB10 (Cranbrook Affordable Housing) sets a minimum requirement of 15% of housing being made available for split 70% social and affordable rented accommodation and 30% affordable home ownership. Where affordable custom and self-build housing is delivered, this will count towards the Council's overall affordable housing requirements for the Cranbrook Plan.



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## CB12. Delivering Zero Carbon

### CB12 Delivering Zero Carbon

All development at Cranbrook will be designed, constructed and perform to the highest practicable and viable whole life sustainability standards possible.

Detailed development proposals will be required to submit for approval a Carbon Plan that sets out how the development will deliver carbon savings contributing towards the overall plan vision to “deliver a truly zero carbon new town” in line with the Energy Hierarchy.

Unless specified by policy elsewhere, all developments which propose the construction of new homes or non-residential floorspace must demonstrate that they:

1. **Minimise the need to travel** and where necessary enable travel by low carbon means through:
  - a) Designing neighbourhoods around 400m walkable zones so that most occupiers are located within walking distance of basic services and facilities \*;
  - b) Being served by good quality walking and cycling links and regular public transport routes;
  - c) Having high quality gigabit-capable digital connectivity in-built; and
  - d) Being effectively masterplanned in accordance with active design principles.
  
2. **Minimise energy demand and carbon emissions** through:
  - a) Use of passive design, solar masterplanning and effective use of on-site landscaping and Green Infrastructure;
  - b) Achieving a minimum 19% carbon reduction improvement over Building Regulations Part L (2013) on a building-by-building basis through fabric energy efficiency measures and on-plot renewable energy generation, with preference being for the “fabric first” approach;
  - c) Use of low carbon solutions where additional energy is required for building services such as heating, ventilation and air conditioning.

3. **Maximise the proportion of energy from renewable or low carbon sources** through:

- a) Exploring opportunities for, and implementing private wire arrangements from renewable sources where practical and viable;
- b) Ensuring connection to the District Heating network delivers the necessary uplifts over and above the carbon reductions achieved through 3(a), to achieve zero carbon across the development; and
- c) Ensuring that, where not provided as standard, the ability to install future Solar PV or Vehicle-to-Grid connections is not precluded.

4. **Ensure in-use performance** of buildings is as close as possible to designed intent through:

- a) Use of a recognised quality regime and consistent approach to calculating at design and in-use performance, which ensures that in-use performance is as close as possible to the at-design calculation; and
- b) Ensuring at least 10% of buildings deliver in-use energy performance and generation and carbon emissions data to home owners, occupiers, developers and the planning authority for a period of 5 years after first occupation clearly identifying regulated and unregulated energy use and any performance gap. Where a performance gap is identified in the regulated use, appropriate remedial action will be required.

\*Basic services and facilities are taken to refer to educational facilities (pre-school/nursery, primary and secondary schools), convenience shop, **employment** opportunities and open space/sports provision.

3.89 Climate change has been described as the greatest threat to future generations<sup>20</sup>, to the global economy<sup>21</sup>, and global health<sup>22</sup>. In response to this threat, the UK has enshrined in law, through the Climate Change Act 2008, legally binding targets for the 80% reduction of 1990 level carbon emissions by the year 2050. In addition to this, the UK's commitment to

<sup>20</sup> Park, M. (2015) *Obama: No greater threat to future than climate change*. CNN [online] <http://edition.cnn.com/2015/01/21/us/climate-change-us-obama/> Accessed 29/5/2018

<sup>21</sup> World Economic Forum (2016) *Global Risks Report 2016* [online] [http://www3.weforum.org/docs/GRR/WEF\\_GRR16.pdf](http://www3.weforum.org/docs/GRR/WEF_GRR16.pdf) Accessed 29/05/2018

<sup>22</sup> World Health Organisation (2015) *Climate Change and Human Health*. WHO [online] <http://www.who.int/globalchange/global-campaign/cop21/en/> Accessed 29/05/2018

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the Paris Agreement requires limiting the rise in global temperatures to well below 2°C above pre-industrial levels and sets an intention to limit the increase to 1.5°C. The Intergovernmental Panel on Climate Change report published in October 2018 further strengthens the need for immediate action and to limit the increase to 1.5°C. National planning policy identifies that planning plays a key role in meeting the challenges of climate change and the transition to a low carbon future.

- 3.90 The “*Low Carbon and Climate Change Evidence Base for the Greater Exeter Strategic Plan*” (Low Carbon Study) evidences that the Greater Exeter Strategic Plan area (which includes East Devon) will need to reduce carbon emissions by 60.7% by 2040 from 2014 levels in order to be on track to meet the legally binding UK target for 2050.<sup>23</sup> Influencing the carbon output of new developments is one of the few ways in which Local Authorities can have a tangible impact upon meeting these targets and with the significant new growth planned at Cranbrook, it is important that this opportunity is maximised through the Cranbrook Plan.
- 3.91 The Low Carbon Study sets out an energy hierarchy that new development should comply with, based around reducing the need to use energy before choosing to meet energy needs in an efficient and sustainable way. ‘The Energy Hierarchy’ sets out the order in which anyone involved in the built environment and place making, should structure their approach towards energy demand. This is captured in the following seven tiers:
- 1) **Development Location** – Reduces transport need and gives access to sustainable transport;
  - 2) **Site master planning** - Solar master planning optimises use of natural light and heat;
  - 3) **Building Fabric** - High performance fabric gives maximum thermal efficiency;
  - 4) **Building Services** - Low carbon building services support fabric measures;
  - 5) **Clean on-site energy** - Low carbon / renewable energy reduces unavoidable emissions;
  - 6) **Off-site measures** - Developer contributions finance offsite carbon reduction where onsite measure are not practical/viable;
  - 7) **In-use performance** - To ensure actual performance aligns with design intent;
- 3.92 Policy CB12 simplifies this hierarchy into **four** themes and identifies how development at Cranbrook should comply.
- 3.93 Development location, including co-location of homes, **employment**, and leisure facilities as part of a mixed development, provides the most effective way to reduce energy use and carbon emissions, through **minimising the need to travel**. The design of neighbourhoods plays a major part in reducing energy, particularly by reducing the need for people to travel. As a result, it is important that neighbourhoods are designed to support **employment**, and

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<sup>23</sup> University of Exeter Centre for Energy and the Environment (UoE CEE) (2018) *Low Carbon and Climate Change Evidence Base for the Greater Exeter Strategic Plan [(Low Carbon Study)]* [online] [www.gesp.org.uk/evidence](http://www.gesp.org.uk/evidence) Accessed 06/07/2018, pp.21-22

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other uses so that people can go about their day-to-day lives within their own town and community minimising their need to travel by private and other vehicle based transport. Where travel is required, development should ensure that it is possible by active means and sustainable public transport. Digital connectivity is also key to reducing the need to travel by enabling home working and access to online services. **Minimising energy demand** through energy efficiency measures, should always be considered ahead of meeting demand from low carbon sources. The use of solar masterplanning and passive design principles, together with a focus on high performance building fabric and use of high efficiency, low carbon building services where necessary can ensure energy use is minimised when considered holistically. As such, a “fabric first” approach is promoted in meeting the building-by-building requirement for a 19% carbon reduction improvement over Part L of the Building Regulations (2013). This requirement applies to both new dwellings and new non-residential floorspace.

- 3.94 Remaining carbon emissions should then be abated and required energy delivered through **maximising the proportion of energy from renewable or low carbon sources**. This can be through on-plot installations such as roof-mounted solar PV panels, or if this is not feasible or viable, through private-wire arrangements to off-site or nearby installations. It is important that buildings are designed to be “PV-ready” so that even where not supplied as standard, an occupier can easily install PV panels in the future without needing to make unreasonable or prohibitively expensive alterations to the fabric of the building or electricity grid connection. In addition, it will be important to enable electric vehicles to discharge to the grid (Vehicle to Grid) and help meet the power needs of the building. In both cases, this will require ensuring a “three phase” electricity grid connection is provided to enable greater capacity, flexibility and two-way flows.
- 3.95 Cranbrook has benefitted from the development of one of the largest and most successful district heating networks in the UK as its means for providing heating and hot water to connected buildings across the town. The heat network is served by a Combined Heat and Power (CHP) Energy Centre on neighbouring Skypark, which delivers a true decentralised energy network providing heat and hot water to connected buildings through a network of underground pipework, and electricity to connected users through private wire arrangements. It is proposed that this decentralised energy network is continued throughout the expansion of the town, ensuring that energy is generated and distributed close to where it will be used. Decentralised energy has a number of benefits including, reduced losses of energy through transmission, ability to use waste heat from energy generation, lower carbon emissions and improved energy security<sup>24</sup>. In particular, heat networks allow for on-going decarbonisation far more easily, than needing to retrofit individual heating solutions in every individual building. Achieving “zero carbon” will require migration of the network from gas CHP (as is currently the case) to renewable sources including waste heat such as from the proposed FAB Link Converter Station<sup>25</sup>. Should technical/viability evidence arise which,

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<sup>24</sup> Ofgem: Our strategy for regulating the future energy system

[https://www.ofgem.gov.uk/system/files/docs/2017/08/our\\_strategy\\_for\\_regulating\\_the\\_future\\_energy\\_system.pdf](https://www.ofgem.gov.uk/system/files/docs/2017/08/our_strategy_for_regulating_the_future_energy_system.pdf)

<sup>25</sup> University of Exeter Centre for Energy and the Environment (UoE CEE) (2016) *Heat Network Strategies for the West End of East Devon* [online] available at: <http://eastdevon.gov.uk/media/2260200/heat-network-strategies-for-the-west-end-of-east-devon-final-draft-030117.pdf> [accessed 10/01/2019]

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demonstrates that a zero carbon solution cannot be delivered through connection to the network, then an alternative solution which still achieves the same vision to “deliver a truly zero carbon new town” will be considered in line with the Energy Hierarchy.

- 3.96 Often, building performance and emissions reductions are not realised “in use”. This performance gap, results in far less carbon reduction than anticipated, increased costs for building users, and the need for expensive retrofit. Policy CB12 aims to ensure that the “in use” performance of buildings is as close as possible to the way they were expected to perform. This is best achieved through implementing a recognised quality regime (such as Passivhaus or BRE’s Quality Home Mark / BREEAM) and monitoring in-use data. Where a performance gap is identified, enforcement action will be taken.



Figure 5 - Aerial photograph of the existing Energy Centre which serves Cranbrook on a district heating network. The land to the right of the energy centre is the western extent of the Treasbeare Expansion Area. (Image credit: Still Imaging)

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## CB13. Safeguarding of land for energy uses

### CB13 Safeguarding of Land for energy uses

Land identified on the policies map is safeguarded for decentralised low carbon and renewable energy uses which directly benefit Cranbrook's energy needs and helps to deliver the vision for a truly zero carbon town. Such uses which may include smart energy storage and management infrastructure, must be able to usefully contribute heat towards the existing and expanded heat network and/or power to nearby users through private wire arrangements or similar.

The 3.5ha of land safeguarded by this Policy will continue to remain safeguarded until such time as it is evidenced that it is no longer needed for the purposes of energy use which would serve the needs of Cranbrook. After this time any remaining areas of the land will be released and subject to environmental constraints can be used for other **employment** (excluding retail) uses.

- 3.97 Cranbrook should ensure that renewable energy, energy storage, and electric car charging, as one component of a wider goal for delivering a sustainable town, are issues incorporated into development proposals to lower the carbon usage in line with national targets.
- 3.98 The vision for Cranbrook as a zero carbon development has so far been based on connection to a district heating network served by a combined heat and power (CHP) Energy Centre, and delivery of private wire electricity connections.
- 3.99 The existing Energy Centre is located immediately to the west of the Treasbeare expansion area. The Energy Centre is currently gas fired; in order to ensure that connection to the heat network achieves greater carbon savings than the national electricity network, and to meet with the vision and policy aims of CB12 for the delivery of a truly Zero Carbon town, the heat network will need to be decarbonised. This will require transition to alternative low carbon and renewable energy sources. As such, 3.5 hectares of land is safeguarded in close proximity to the existing Energy Centre for delivery of proposals that can facilitate this transition.
- 3.100 This land is in the locality of the existing Energy Centre and is situated in close proximity to both land allocated for **employment** uses (which could potentially bring forward new private wire opportunities), and Exeter Airport (which potentially presents an opportunity to facilitate the decarbonisation of aviation transport). If development is brought forward on this safeguarded land, appropriate attention to the design and setting of the development will be needed. This is particularly the case where the areas are close to and have visual prominence from housing that will be developed in the Treasbeare area and views from the London Road.

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## CB14. Habitat mitigation and Delivery of Suitable Alternative Natural Green Space

### CB14 Habitat mitigation and Delivery of Suitable Alternative Natural Green Space (SANGS)

Residential development shall only be brought forward where they can demonstrate that suitable mitigation is being made available to ensure that there is no likely significant effect on the Pebblebed Heaths and Exe Estuary. These environments are designated as Sites of Special Scientific interest, (SSSI); Special Area of Conservation (SAC); Special Protection Area (SPA); and in the case of the Exe Estuary, RAMSAR.

As part of the required mitigation, Suitable Alternative Natural Green Space at a ratio of at least 8ha per 1000 net new population generated by residential development schemes must be provided on a phased basis and made available for use from the first occupation of the residential dwellings in each respective phase. Residential occupancy shall be taken at 2.35 persons per dwelling.

To assist with this requirement 128 hectares of land is safeguarded for Suitable Alternative Natural Green Space (SANGS) on the Cranbrook Policies Map.

To comprise SANGS, land that is made available for such purposes, shall meet the following definitions and/or be so located to facilitate the delivery of the definition:

Be created from:

1. Existing open space of SANGS quality with no existing public access or limited public access, which for the purposes of mitigation could be made fully accessible to the public, or;
2. Existing open space which is already accessible but which could be changed in character so that it is more attractive to the specific group of visitors, or;
3. Land in other uses but which could be converted into a SANGS.

and deliver the following:

- a) Adequate parking which is free or benefits from significantly reduced charges for vehicles and bicycles for visitors;
- b) Car parks which are easily and safely accessible, and which are designed with an appropriate layout which allows for adequate mitigation to limit the intrusion on the character and appearance of the local environment;

- c) Car park locations where dogs can safely be taken from the car to the SANGS off the lead;
- d) Easy access between the SANGS and adjacent housing to facilitate access by pedestrians/cyclists as well as car based transport;
- e) Access points with signage outlining the layout and routes;
- f) Limited and sympathetic visitor infrastructure (benches, dog bins etc.)
- g) Safe natural spaces without intrusive artificial structures, except in the immediate vicinity of the car park/s;
- h) Paths that retain a natural character are suitably signposted and available for use in all weathers all year around (this can include the introduction of boardwalks in wet sections);
- i) A circular walk that starts from a car park;
- j) Circular walk(s) of at least 2.3km around the SANGs;
- k) A variety of habitats for visitors to experience (e.g. woodland, scrub, grassland, heathland, wetland, open water);
- l) Largely unrestricted access within the natural space (including space for dogs to exercise freely and safely off the lead);
- m) A natural space that is free from unpleasant smells, significant noise and waste material of any form that would otherwise harm its amenity value.

It is expected that SANGS provision will be made available on site and should ensure that designs for the Green Space complement heritage assets that are found on site to help the conservation and enjoyment of the historic environment.

Applications which propose SANGS development shall be supported by an appropriate delivery, enhancement and management strategy.

The delivery component of the strategy shall direct the establishment of the SANGS to ensure that it is available for use ahead of relevant occupations (agreed through the phasing strategy) and include details of advertisement and publicity.

The management component shall demonstrate

- how the SANGS will be maintained in perpetuity (comprising a minimum period of 80 years and could include the use of legal agreements to ensure that sufficient safeguards/step in rights are in place),
- an identification of the full costs required for this, and
- a financially sustainable means by which it can be delivered over the in perpetuity period.

Only where it is wholly impractical to meet the definitions, should off-site delivery or an off-site financial contribution be required. Any such contributions would be based on identified mitigation costs at the time of determination.



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- 3.102 The Conservation of Species and Habitats Regulations 2017 places an obligation on all competent Authorities that before they can grant any permission favourably they must be confident that the development proposal would not lead to an adverse effect on the designated sites. In the case of Cranbrook, evidence indicates that there are two designated environments that are within a distance where residential development, which is not accompanied by suitable mitigation is likely to result in a significant effect and thereby must be resisted.
- 3.103 The sites in question are identified as the Exe Estuary, designated as a Special Protection Area (SPA) and RAMSAR and the Pebblebed Heaths which is designated as a SPA but also a Special Area of Conservation (SAC). The main reason for the designation of the Estuary is its support of winter estuarine bird populations while the Heathland recognises an area of extensive lowland heath habitat and the associated bird populations that it supports
- 3.104 Significant work has been undertaken to understand the likely effects of development on these environments as well the appropriate mitigation that is required to ensure that there is no likely significant effect as a result of relevant proposals. This work has been brought together in the publication of the South East Devon European Sites Mitigation Strategy, published by Footprint Ecology in June 2014<sup>26</sup>. This provides significant detail and evidence with regard to the likely impacts of development, the distance from which effects are likely to occur and the necessary mitigation that needs to be secured to prevent such effects.
- 3.105 In respect of Cranbrook, the report establishes that the town and all expansion areas fall within respective distances where effects are likely to occur to both environments and as such a full suite of mitigation is required. This approach is backed up by more recent town surveys, which amongst things have sought to understand the locations travelled to, for amenity and recreation of the town's inhabitants. While small in numbers in these surveys indicates the early residents of the town have indeed journeyed to both the Heathland and in particular the Exe Estuary. Without mitigation it is not anticipated that such a pattern of dispersal would change and therefore it is correct to require mitigation as part of the expansion proposed.
- 3.106 Building on the 2014 report and subsequently reaffirmed in the Habitat Regulation Assessment that accompanies this development plan document, there is a need for mitigation to take two forms.
1. On site mitigation which can take the form of a financial contribution. Such contributions allow for direct work to be undertaken on and within the environments for such activity as visitor education, rangers, conservation and enhancement measures etc.
  2. Delivery of Suitable Alternative Natural Greenspace (SANGS). This is natural green space which is free from urban influences and provides a genuine

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<sup>26</sup> South East Devon European Mitigation Strategy - <http://eastdevon.gov.uk/media/2760800/South-East-Devon-European-Site-Mitigation-Strategy.pdf>

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alternative to the particular designated environments. Evidence suggests that it doesn't need to replicate the environment but does need to be convenient and provide a genuine and credible alternative that has the potential to intercept people on their journey to a protected site. Importantly it needs to enable them to enjoy green space in a less fragile and sensitive environment. It is for these reasons that the quantum of such space is important. If too little space is provided, or if the areas used are inundated by water for significant periods of time (without suitable access provision being made available), then there is a risk of over-crowding and failing to deliver that sense of being in the countryside and away from people.

- 3.107 In the case of the proposed SANGS shown within the Cranbrook Masterplan these have been identified on the basis of the now widely accepted proportion of 8ha per 1000 population but with a population density of 2.35 people per dwelling. This slightly higher figure reflects growing evidence that is emerging about the town which recognises that as a young town with a predominance of families, the average occupancy is higher than is found elsewhere within East Devon.
- 3.108 Where possible an attempt has been made to ensure that each of the primary land owners within the development are able to deliver SANGS on land under their control. This approach enables the delivery of strategic scale SANGS provision as outlined in the SEDESMS report (and thereby realises the wider and increased benefits of interconnected SANGS parcels). With such an approach to delivery however it is important that adjoining parcels should be so designed that they function together as a larger whole. Without such connection there is a risk that areas would otherwise comprise isolated pockets of green space and fail to deliver the necessary mitigation.
- 3.109 The policies map shows around 128ha of land as being safeguarded for SANGS which is spread across a number of different land owners and developers. The total area is in excess of the minimum 78 hectares as required by policy based upon the number of houses allocated. This approach ensures that adequate SANGS provision can be made, includes and allowance for any additional housing over and above the figures set out in policies CB2 – CB5 and recognises that the good practice of 8 ha per 1000 population is better regarded as a minimum threshold. It also helps to address issues where an individual land owner/developer is unable to provide their own SANGS. In such a scenario the approach helps to reduce the potential for any one land owner to be beholden on others where a ransom situation could otherwise ensue. While it is considered the responsibility of individual developers to ensure that they can deliver adequate mitigation, it is recognised that this can't be realistically achieved for all parcels of development. In such locations and in exceptional circumstances an off-site financial package could be considered, although the costs associated with this approach will need to accurately reflect the actual costs of acquisition, delivery/enhancement and maintenance. To assist with SANGS delivery a specific strategy has been prepared and accompanies this plan as part of the evidence base.



Figure 6 – Dawlish Countryside Park, which has been provided as SANGS mitigation

Proposed

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# Development Management Policies

## CB15. Design Codes and Place Making

### CB15 Design Codes and Place Making

Development in the expansion areas allocated in policies CB2 – CB5 inclusive must be brought forward based on a Design Code/s which is specific to each expansion area or phase of development and which are based on effective community engagement and reflect local aspirations for the development of their area. The Design Codes will be subject of the agreement in writing of the Local Planning Authority.

Both the Design Code/s and all subsequent or other detailed proposals which come forward within the wider plan area, must demonstrate how they have regard to the National Design Guide; to the indicative layout of development in the Master plan shown at Figure 8 and how they comply with the following 12 principles adapted from Building for a Healthy Life:

1. **Natural Connections** – The scheme shall demonstrate integration with existing connections and the creation of new ones whilst respecting existing buildings and land uses around the site;
2. **Walking cycling and public transport** – Proposals shall address the importance of active travel through carefully designed and justified layouts which help to put “health into place”
3. **Facilities and services** – Development shall demonstrate safe and convenient access to a range of community facilities;
4. **Homes for everyone** – Developments shall have a mix of housing types and tenures to suit local requirements, recognising the need for variation in size and tenure in order to provide a balanced community;
5. **Making the most of what’s there** – development proposals shall take advantage of and ensure that they work with existing topography, landscape features, wildlife habitats, site orientation and microclimates, and heritage assets;
6. **A memorable character**– through layout, design materials and landscaping the development shall ensure that it is locally inspired or distinctive and respects the historic landscape character and features and all heritage assets;

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7. **Creating well defined streets and spaces** – developments shall ensure that buildings are designed and positioned with landscaping to define and enhance streets and spaces. This shall include an expectation for the provision of tree lined streets with appropriate soil volumes available to ensure that the trees thrive;
  8. **Legibility** – routes and connections shall be provided in such a way that it is easy to find your way around the growing settlement;
  9. **Healthy Streets** – streets shall be designed to prioritise pedestrians and cyclists, promoting active travel and allowing these spaces to function as social spaces;
  10. **Cycle and Car parking** – cycle and car parking shall be provided and laid out so that it integrates well with the design of the street without dominating the area;
  11. **Green and Blue infrastructure** – Proposed layouts landscaping and boundary treatment that must include consideration of habitat creation and water management will need to ensure that public spaces are attractive, safe and properly defined and managed; and
  12. **Back of pavement/front of home** – development shall ensure that these spaces are properly designed and that homes are provided with adequate external storage space for amenity to provide for uses such as clothes drying; refuse and recycling storage and cycle parking.

- 4.1 Local Authorities are responsible for securing good quality design of new homes and places and have been given further powers from Government to reject planning applications which do not represent good quality design through the National Planning Policy Framework.
- 4.2 Well-designed buildings and public spaces increase the value of physical capital and help to build social capital. Bad quality design can lead to the decaying of towns and cities and can further lower the quality of life and limit employment opportunities.
- 4.3 The East Devon Local Plan (2013-2031) highlights the need for design and local distinctiveness through Policy D1 but this is not specific to the nature and needs of Cranbrook where there are four large scale expansion opportunities being progressed. To help deliver an attractive and functioning place, it is important that the expansion areas are developed to a good standard of design with appropriate connectivity and a distinctiveness at all levels – those ranging from the individual house types, sub parcel, parcel and whole phase level. This is not explicitly achieved within the existing Policy D1 of the Local Plan and therefore it is brought together in this design led policy which explicitly covers a number of issues.

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- 4.4 Importantly the policy sets out the requirement for a design code to be agreed for each of the expansion areas. It is expected that these would specifically address such aspects as housing typology, site layout, (recognising key routes and linkages) and the location and form of such as aspects as squares and spaces to aide good place making. In addition it is considered appropriate that plot layouts should maximise the use of passive solar and provide adequate outside amenity for the respective occupiers. Both of these aspects are important for helping to deliver sustainable homes - through natural heating as a result of plot orientation and through healthy homes where there is adequate outside amenity space for recreation as well as activities such as drying clothes. In applying this policy and ensuring that codes make a meaningful contribution to a successful development, it is strongly encouraged that these are discussed and agreed with the Local Planning Authority before submission of any hybrid or full application. They should be formally agreed no later than the approval of the first of those types of application or before submission of the first reserved matters application.
- 4.5 In terms of movement, the policy recognises the requirement for development to contribute positively to the achievement of a high quality, effective and safe transport system within and around Cranbrook which promotes sustainable transport choices and facilitates sustainable growth.
- 4.6 The supporting masterplan, which is an evidence base document and which has been reproduced at figure 8, demonstrates how Cranbrook could be developed. It articulates a well-connected grid based approach recognising the importance of carefully located key uses and connecting streets that together provide clear legibility, a sense of place and importantly an environment that allows for a mix of travel modes (walking, cycling, public transport and cars). In "having regard" to the Plan (the requirement within Policy), it is not expected that developers are bound by its layout and detail. It sets out one, but not the only, way of achieving a robust layout that embodies the principles inherent in the Plan.
- 4.7 There are significant heritage assets in and around Cranbrook and its expansion areas that must be appropriately recognised and considered as part of development proposals. These include the Roman Road and land surrounding London Road, the medieval field patterns around Cobden, the RAF history found in Treasbeare, the Grade II listed farmhouse in Treasbeare; the setting of the Rockbeare House registered park, and the Grade II listed Rockbeare bridge. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
- 4.8 In considering any scheme for development within the expansion areas, it is essential that proper regard is given to the heritage assets and their setting. Developers should ensure that in drawing up proposals, a detailed statement of significance accompanies relevant applications and it can be demonstrated the proposal has taken full account of it. In determining applications, significant weight will be given to the desirability of sustaining and enhancing the significance of the heritage asset, the positive contribution that conservation of the heritage asset can make to the town of Cranbrook and the desirability of development to make a positive contribution to local character and distinctiveness.

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- 4.9 In drawing these aspects together in a coherent manner it is recognised that they can be packaged within the Building for a Healthy Life (BHL) document which recognises key components that aim to achieve a successful integrated distinctive and sustainable development. Importantly Building for a Healthy Life (BHL) comprises 12 sections that are designed to be used as a way of structuring discussions about a proposed development. There are four sections in each of the three chapters:
- Integrated Neighbourhoods
  - Distinctive places
  - Streets for all
- 4.10 These chapters and the themes set out within each allow for a meaningful way of framing expected criteria for the proposed development. Adapted within the Policy CB15, they capture the expected criteria for the expansion areas and any additional infill development – both of which must work together to maximise the benefits that can be achieved for a new town. Importantly the criteria link into many aspects that have health at the heart of their agenda, ensuring that the town is accessible to all, including those with disabilities and health conditions such as dementia which can affect a person’s ability to navigate the built environment. In so doing this further strengthens the links between the development and the Healthy New Town status that the settlement currently enjoys.
- 4.11 Development at Cranbrook to date has focussed around delivering modestly sized family accommodation with limited provision of alternative housing types. Whilst this has met the prevailing market demands of the town, in order to develop a truly balanced community and meet the needs of the future and emerging population, a wider range of accommodation

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must be provided. This includes apartment accommodation in the town centre as well as larger, more aspirational property throughout.

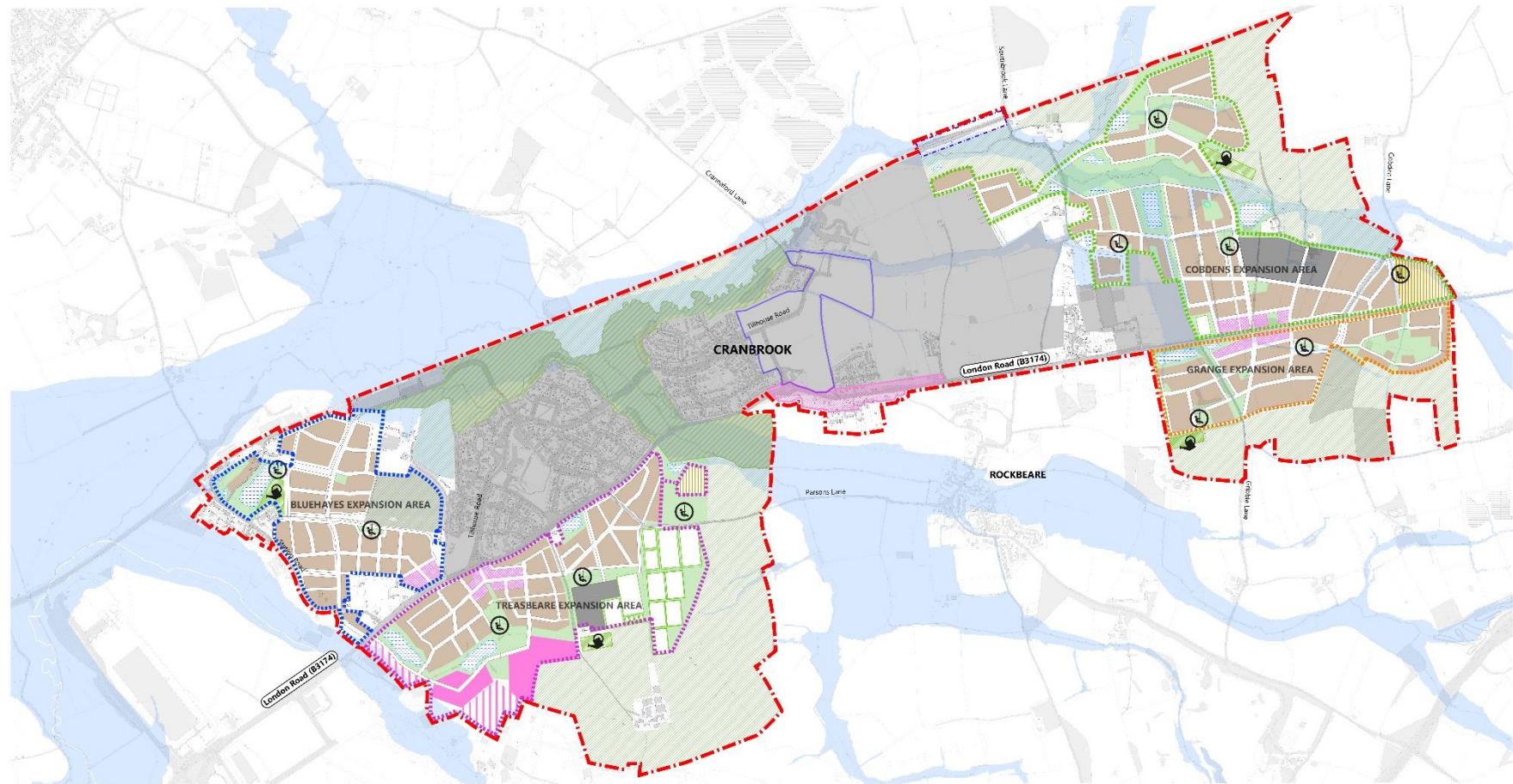


Figure 7 – Grade II listed Treasbears Farmhouse, located to the south of Cranbrook is a key heritage asset that lies adjacent to the safeguarded land for SANGS.

Proposed



# Cranbrook Plan - Masterplan



## Key

- |                               |   |  |                                       |                        |
|-------------------------------|---|--|---------------------------------------|------------------------|
| CB0 Bluehays Expansion Area   | Grayland re-use allocations             | QP0 Land safeguarded for access station          | Flood Zone 2                          | Internal green space   |
| CB3 Treasbeare Expansion Area | Employment land                         | CB1 Land safeguarded for energy use              | Existing Cranbrook outline permission | Play area              |
| CB4 Cobdens Expansion Area    | Residential layout                      | CB24 London Road commercial and retail proposals | Sports pitches                        | Allotments             |
| CB5 Grange expansion Area     | Education land                          | Cranbrook Town Centre                            | Bus Stops                             | Cranbrook Country Park |
| Cranbrook Plan area           | Land safe guarded for delivery of SANGS | Neighbourhood centres                            |                                       |                        |

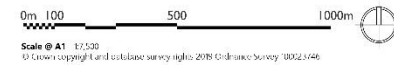


Figure 8 – Cranbrook Masterplan

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## CB16. Amenity of Future Occupiers

### CB16 Amenity of future Occupiers

Development will only be permitted where:

1. New dwellings provide accommodation that meets with the Nationally Described Space Standards. The layout of new dwellings should be designed to meet the needs of occupants by ensuring circulation routes are legible and storage is provided on all floors of accommodation;
2. It provides for a high standard of amenity, satisfactory living and working conditions, adequate protection from noise and pollution and adequate levels of light and outlook for future occupiers, including having taken account of solar gain;
3. It makes provision for external private or communal amenity space which is appropriate and integral to the dwelling/s it serves having regard to the size of the property and its orientation;
4. Such standards as above can be achieved and maintained without preventing or unreasonably restricting the continued operation of established authorised uses and activities on adjacent sites.

- 4.12 Local authorities are required to deliver a wide choice of high quality homes, taking into account current and future demographic trends, for example the needs of people with disabilities. In order to do so, Local Authorities need to consider the size of housing required, which include the internal space within a dwelling, and the accessibility and adaptability.

### Nationally Described Space Standards

- 4.13 On 27 March 2015 the Government announced a new approach to the setting of technical housing standards in England. This was accompanied by the publication of a new set of streamlined national technical standards, known as the Nationally Described Space Standards<sup>27</sup> which came into effect on the 1st October 2015.

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<sup>27</sup> Department for Communities and Local Government (2015) Technical housing standards – nationally described space standard: <https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard>

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- 4.14 The standards are one part of a wider housing standards review package which the government announced in a Ministerial Statement, setting out that new homes need to be high quality, accessible and sustainable. Though not mandatory, Government expect that these standards will replace existing locally-produced standards and local authorities can require compliance with the standards within Local Plan policies.
- 4.15 The Government's approach for setting technical standards for housing aims to rationalise existing standards, providing a simple system to help bring forward more new homes. The nationally described space standards are to complement the existing set of Building Regulations. In interpreting and applying these standards it will be considered that every habitable room which does not function as the main living room, dining room or kitchen will be regarded as a bedroom. The application of this policy excludes housing that remains to be brought forward under application reference 03/P1900, which consented 2900 dwellings
- 4.16 The quality of one's home is a determining factor in health outcomes and the need for accommodation which is of a suitable size and layout to meet the needs of the occupier/s is key to this. Strategy 36 of the East Devon Local Plan 2013-2031 relates to accessible and adaptable homes and care/extra care homes, including seeking 20% of market dwellings on major schemes to meeting part M4(2) of the Building Regulations. The requirements of this policy are not superseded by The Cranbrook Plan and therefore development proposals will be expected to demonstrate compliance with it.

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## CB17. Digital Connectivity

### CB17 Digital Connectivity

All developments proposing new dwellings or **employment** space must ensure fixed and mobile gigabit-capable digital connectivity is provided throughout.

In order to ensure this, digital connectivity should be considered early on in the planning of the site as part of a comprehensive utility network plan, and the relevant technology and approach taken should be set out in a Digital Connectivity Statement accompanying any planning application, clearly identifying how the Digital Infrastructure Objectives are being achieved.

Until such point as further guidance is produced, the 'minimum' expectation is that ducting with capacity for more than one provider to lay sub ducting and/or fibre optic cable will be provided to enable delivery of multi-operator Fibre to the Premises and sufficient mobile connectivity. Applicants are encouraged to go beyond the minimum requirements wherever possible.

- 4.17 Digital connectivity has been firmly established as the fourth utility. Access to high speed, reliable broadband and mobile connectivity is imperative to the economic success of the area. Digital connectivity is also key to residential development. Domestic broadband usage continues to grow exponentially and home working and remote service access is increasingly necessary as standard. Cranbrook has led this standard, establishing a principle of Fibre to the Premises to all properties from day 1. Continuing to enable these is expected to reduce the need to travel (reducing the carbon emissions and congestion on roads) and can provide work-life balance and social benefits (improving the health and wellbeing of the population and productivity of the workforce). A high speed, stable, uncontended<sup>28</sup> internet connection is essential to enable these benefits.
- 4.18 The NPPF requires planning policies to support expansion of electronic communications networks, set out how high quality digital infrastructure is expected to be delivered, and prioritise full fibre connections. This is informed by wider Government policy which focuses on the need to deliver gigabit-capable<sup>29</sup> fixed line (broadband) and mobile connectivity, with an acceptance that this is inherently dependent on the roll-out of full-fibre networks. Allied to this is the aim to promote and accelerate investment in such networks by multiple providers so as to stimulate competition. On this basis Policy CB17 is underpinned by twin Digital Infrastructure Objectives to:

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<sup>28</sup> Contention is the sharing of a broadband signal by a group of customers which results in reduction of the bandwidth available to each individual customer.

<sup>29</sup> "Gigabit-capable" refers to technology/infrastructure that is capable of accommodating speeds of >1Gbps.

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1. reduce barriers (practical and financial) to the installation of, and access to, the most advanced digital connectivity technologies that are reasonably possible for providers and users (at present, gigabit-capable services); and
  2. support consumer choice and effective market competition by requiring ducting sufficient to allow more than one provider to service a development
- 4.19 Many new buildings and developments are not truly 'fibre-ready' as they do not include fibre ducting across the site and appropriate fibre accommodating infrastructure within buildings. This means costly retrofitting works. Ensuring new buildings and developments have suitable duct and riser space designed-in and built-in from the start, removes unnecessary cost and delay to the telecoms industry, thereby stimulating market competition and enabling gigabit-capable fibre to the premises connectivity.
- 4.20 The role of planning policy in requiring digital connectivity infrastructure relates only to high level components such as ducting, sub-ducting and access chambers. At the time of writing, the 'minimum' expectation is that ducting with capacity for more than one provider to lay sub ducting and/or fibre will be provided in all new build developments.
- 4.21 Policy CB17 refers to future guidance which will likely take the form of a Supplementary Planning Document (SPD). The SPD will set out the detail of how new developments should respond to the need for digital connectivity infrastructure and provide practical guidance for how the policy objectives can be considered and delivered upon through the development management process. As a minimum, new developments will be expected to provide the appropriate level of on-site infrastructure necessary to enable these objectives, and to make reasonable financial contributions to the delivery of necessary off-site infrastructure to contribute to the connectivity levels of the wider area. This high level, flexible approach is considered appropriate for futureproofing policy in relation to fast-changing technology.
- 4.22 Requiring the submission of a Digital Connectivity Statement and inclusion of digital connectivity within a comprehensive utility network plan, compels applicants to consider digital connectivity from the outset. This should enable fibre optic ducting to be installed alongside other utilities and services at the design and build stage, simplifying the process, reducing the costs and increasing the likelihood of service provision upon completion. Taking this approach should lead to a "dig once" approach to utilities provision. Installing ducting alongside installation of other utilities is much lower cost than installing ducting on its own as the dig costs and inspection chambers can then be shared. Ducting delivered as part of development should be passed on to an independent trust, co-operative or Management Company once completed, to ensure its open availability in perpetuity.
- 4.23 Compliance with this policy will be secured through the use of planning conditions.

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## CB18. Coordinated sustainable travel

### CB18 Coordinated sustainable travel

Coordinated accessible and alternative means of transport which help deliver the sustainability and health related benefits that are fundamental to this plan shall be made available for future residents and employees living and working in the town. Together with enhanced opportunities for walking and cycling these shall be delivered through the use of the following two approaches and secured for all major planning applications for new developments at Cranbrook:

#### Travel Plan

A Travel plan will be required for all developments that when completed will result in the creation of **employment** premises or residential properties. The plans shall seek to deliver sustainable transport objectives and ensure that occupiers/users of the development are made aware of the options available to them for sustainable travel, the benefits and costs of these and how they can be accessed. In respect of plans affecting **employment** premises, provision shall be made for them to be reviewed annually and as part of their development could include as an example, either a traditional “new occupiers/employee pack” or the development of an up to date electronic travel app;

#### Shared Cars and Electric Bicycles

Vehicles and parking/docking spaces for shared cars and shared/rented electric bicycles shall be provided throughout Cranbrook to support multi-modal travel. In each of the following identified locations, provision shall be made, at a minimum ratio of 1 shared car or 5 bicycle docking stations and electric bicycles per 400 dwellings or per 200 employees (calculated according to specific development type):

- Each of the mixed-use areas and/or neighbourhood centres identified in the **four expansion areas** under policies CB2 – CB5 inclusive;
- In the Town Centre; and
- In the **employment** allocation in the Treasbeare expansion area.

Facilities shall be delivered in each of the areas identified (at the ratios set out)

Provision shall also be made at the railway station(s) such that each station provides for 1 additional shared car club vehicle and an additional two dedicated shared car club parking spaces, and 3 electric bicycles and 8 associated docking stations – these to be delivered as part of the shared infrastructure required by Policy CB6.

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As part of facilitating and encouraging sustainable travel by employees, new **employment** generating development which has a floor area in excess of 280 square metres must include the provision of washing and changing facilities for staff.

- 4.24 Properly coordinated sustainable travel is an approach through which alternative means of movement can bring significant long term benefits to society, the environment and the economy. It is a mechanism through which users can be reassured that many of their journeys can still be made reliably, safely and conveniently while providing significant health and environmental benefits.
- 4.25 For new residential development such measures have traditionally been provided through new home starter packs and included such benefits as short term bus passes, cycle purchase vouchers and a series of local transport timetables – all overseen by a transport coordinator. This model still works but in an age when so much communication is online and having regard to the young demographic of Cranbrook, the ability to engage and possibly incentivise new occupiers through the use of a dedicated app should be explored. Such an app could act not just to signpost to different modes of public and shared transport but provide information about local community groups, activities and services in an effort to encourage the New Model of Healthy Living which has been instigated through the Healthy New Towns programme and whose legacy will continue with the Sport England Local Delivery Pilot. Either way, measures that provide for a reduction in the need to travel; the encouragement of walking and cycling, and the promotion/encouraged use of public transport or responsible car use must be adopted.
- 4.26 An important component of this is that of car sharing. Car sharing clubs in the UK started in 1998 in Leeds and Edinburgh with schemes inspired by examples in Switzerland and Germany. Since then data from Carplus (published by the University of the West of England)<sup>30</sup> has set out that there were around 32,000 members of car sharing schemes (car clubs) in 2007 in the UK and by 2010 the figure had risen to 146,000 members. By the end of 2015 there were 206,650 members and 3,600 vehicles operated in UK.
- 4.27 Car clubs are not only growing in popularity and availability as evidenced by the above figures but are playing a significant role in reducing traffic impacts, reducing parking pressure and helping to encourage a modal shift and result from either a reduction in the physical numbers of cars or a reduction in car use.
- 4.28 Importantly for Cranbrook and associated with the reduction in car use/modal shift, car sharing clubs are linked with an increase in the use public transport, walking and cycling. For a Healthy New Town such outcomes are necessarily of significance. Within the University of the West of England report it is set out that “train travel amongst car club

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<sup>30</sup> Melia, S. and Parkhurst, G. and Carplus Trust (2016) Car clubs in new developments. Project Report. can be accessed using the following link: [Project Report](#)

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members is more than double the averages across the UK, with bus use around a third higher than average. Car club members are also around three times more likely than the average person across the UK to be a regular cyclist". Cranbrook currently has one car club vehicle located at the neighbourhood centre on Younghayes Road.

- 4.29 Building on this recognition, car clubs are now beginning to broaden their function so that they become part of a wider suite of movement options that include public transport, walking, cycling and cycle sharing schemes. In recognising this direction and in noting the potential at Cranbrook with its own town centre, railway station and **employment** provision it is considered reasonable to secure provision in key nodes around the town of both car sharing and cycle sharing infrastructure and facilities. Such a network would strengthen that which is already available and allow better connected and better coordinated transport. Fundamentally a fully operational network would allow connected trips such that people could for instance travel to Cranbrook by train, use a bicycle from the hub adjacent to the station to reach an office and then return it to the train station before catching the train home.
- 4.30 Compliance with this policy will be secured through the use of S106 agreements.



Figure 9 - Existing car club vehicle at Cranbrook. The vehicle has a dedicated parking spaces located opposite the Younghayes Centre community centre, in a central location.



## CB19. Plug-In and ultra-low emission vehicle charging

### CB19 Plug-In and ultra-low Emission vehicle charging

To help reduce the carbon levels associated with transportation, it is important that the role of plug in and ultra-low emission vehicle charging is further expanded. To achieve this within the Cranbrook plan, focus is given to the development of an Electric Vehicle (EV) charging network which shall be delivered in accordance with the following requirements:

- |  |   |
|--|---|
| 1. Residential development with on plot parking  | Each property must have either:<br>a) provision of dedicated electric vehicle charging point; or<br>b) be “EV ready” through the installation of a ducted circuit to an easily accessible position within the plot to allow vehicle charging.   |
| 2. Residential development with off street parking (but not where this is located on plot)             | Infrastructure comprising:<br>a) the installation of dedicated EV charging points to at least one parking space per dwelling or<br>b) “EV ready” spaces – that is where a ducted circuit extends to at least one parking space for each dwelling  |
| 3. On-street/adjacent to street parking  | Infrastructure to ensure that not less than 20% of on street car parking spaces has the potential to access EV charging facilities through the installation of a ducted circuit to each potential charging point.   |
| 4. Commercial development within the allocated <b>employment</b> area; town centre and mixed use areas | Infrastructure to ensure that not less than 15% of parking spaces are provided with EV Charging points.<br><br>A further 35% of parking spaces are to be provided as “EV ready” spaces through the installation of a ducted circuit to each potential charging point.<br><br>In addition and within the commercial development areas, opportunities to deliver rapid charging hubs must also be maximised |

EV charging circuits/points required by this policy must be connected to a three phase electricity grid connection

Where EV charging points are provided, suitable arrangements for ownership, management and maintenance of the EV charging and parking infrastructure must be demonstrated.

Infrastructure for EV charging facilities required under points 3 and 4 above shall be distributed throughout the development to ensure that they serve every group of up to 5 spaces.

- 4.31 The use of electric vehicles is a key measure in reducing emissions locally and therefore the provision of infrastructure to facilitate and stimulate this change is essential. An increase in the uptake of plug in vehicles is also growing significantly and therefore it is important that the development recognises and responds to this change.
- 4.32 Information published by the Department for Transport has shown that within the last three years, recorded numbers of electric and other hybrid style vehicles has grown significantly and reinforces the recognition that this is an area where significant provision needs to be made.

<b>Cars first registered by propulsion / fuel type</b>	<b>Petrol</b>	<b>Diesel</b>	<b>Non Plug in Hybrid electric</b>	<b>Plug In Hybrid electric</b>	<b>Electric</b>	<b>Extended Range Electric</b>	<b>Fuel Cells</b>	<b>Gas</b>
2017 (%)	53.5	41.7	2.6	1.5	0.6	0.1	-	-
2017 (total) (1000's)	1342.2	1047.4	65.9	37.3	13.9	2.5	-	-
2014 (%)	48.1	49.8	1.5	0.3	0.3	0.1	-	-
2014 (total) (1000's)	1173.7	1213.7	36.3	6.6	6.7	1.3	-	-

Source: Vehicle Licensing Statistics Table VEH0253 Cars registered for the first time by propulsion / fuel type for United Kingdom

- 4.33 In addition such organisations as the National Grid are planning for a significant extra burden on their network as a result of the uptake of electric vehicles and have tested four different models - two of which, based on a prosperous economy and strong sustainable credentials, consider that by 2033 and 2042 (depending on which model is employed) 50% of all the cars on the road would be electric. This underlines the significance of planning for such a change now and not simply relying on retrofitting towns and cities in the future
- 4.34 Electricity grid connections for electric vehicles at Cranbrook should be “three phase” to enable greater capacity, flexibility and two-way flows in order to support smart energy management and Vehicle to Grid flows.
- 4.35 Such issues are also identified within the recently published government publication “The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial

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Strategy” (2018)<sup>31</sup>. This identifies that significant growth in the industry is occurring although “consumer acceptance” remains one of the key challenges. As a result it recognises that there are a number of steps that need to be taken to support the development of a “fit for purpose” infrastructure network.

- 4.36 Whilst a strong network of public charge points is likely to be important, the government currently anticipates that the vast majority of drivers will choose to charge at home where this is possible. Electric vehicles offer consumers a more convenient and cost-effective way to refuel, with domestic charging playing a crucial role (some studies indicate this accounts for the vast majority of electric vehicle charging). It is expected that as electric vehicles become increasingly popular, charging at home overnight, or at workplaces, will continue to be the most attractive options and therefore the policy tries to reflect the importance of this component. Balanced against this however is also a growing recognition that to deliver the speed of charging rates, specialist facilities are required. These are most easily and efficiently located in hubs in a similar fashion to current fuel filling stations.
- 4.37 Importantly “The Road to Zero” strategy document highlights that electric vehicle drivers need to be able to easily locate and access electric vehicle charging infrastructure that is affordable, efficient and reliable. A small but growing aspect of charging point delivery lies in the availability of installing charging facilities in street furniture – most easily alongside or as part of lamp posts. While at the time of writing there remain issues of maintenance and management for such installation it is a potentially important route to further strengthening the network – particularly where some residential car parking is likely to take place on street in line with policies elsewhere in this Plan. In this regard having lamp columns fitted with ducting and cabling to allow such a facility is justified and will help to future proof the town.
- 4.38 To ensure that the expanded town of Cranbrook has adequate facilities to serve this growing demand, future occupiers need to have appropriate access to appropriate charging points, either in the form of points at domestic property, and in commercial situations or through centralised hubs – it is considered that a combination of both is likely to achieve the greatest level of carbon reduction as it provides for a robust and accessible network of charging points. This means that in accordance with commitments contained within the Road to Zero publication the requirements of the policy as set out above represent a reasonable approach that balances the likely future need with the ability to make evolving electric vehicle charging technology available.
- 4.39 The standards set out acknowledge that innovation and technology will continue to develop and battery sizes will get increasingly larger to meet the demand for longer range electric vehicles. Recently the price of charging units has fallen, increasing the financial viability of fast 7kW chargers in residential and retail developments, but the option for one or more hubs providing rapid charging facilities also need to be strongly encouraged.

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<sup>31</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/739460/road-to-zero.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf)

4.40 Based on likely car ownership rates remaining the same, average charging times of 15mins (equating to 3.5 cars being serviced every hour and allowing for change over time), it is considered that if 40% of cars within the expansion area are electric by the end of the plan period (thereby providing for an additional 4000 homes and as such a total of 2720 electric cars to be fully charged on a weekly basis) a minimum of 10 such rapid charging points would be required. This provision should be secured through the policy as an alternative to having a high percentage of charging points within the domestic and commercial areas.



Figure 10 – existing EV charging at Cranberry Farm, Cranbrook

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## CB20.Parking at Cranbrook

### **CB20 Parking at Cranbrook**

#### **Car Parking Standards and Design**

New residential developments at Cranbrook will be required to provide parking provision to an average of not less than 1.7 car parking spaces per dwelling (rounded up to the nearest whole number in individual applications).

Within the overall requirement of 1.7 parking spaces per dwelling, not less than 30% of parking spaces in a residential development parcel shall be provided in parking bays adjacent to adoptable streets as unallocated parking.

Car parking spaces must be of an adequate size to accommodate vehicle parking and have sufficient width to the sides for pedestrian access and egress of vehicles taking account of the location of the parking space, whether or not spaces also serve as access to a property and adjacent obstructions.

Garage spaces will not count toward the overall quantum of car parking spaces but where provided each single garage space must have a minimum internal clear width of 3300mm and length of 6000mm.

All parking spaces shall be provided such that they are designed and laid out to both facilitate easy use and integrated with the street scene to ensure attractive and functioning streets.

Parking to the rear of a dwelling or in parking courts will only be considered once options to provide on or off-street parking to the front or side of a dwelling have been exhausted.

The only exceptions to the required minimum standard will apply where it is demonstrated that adequate off-site parking spaces currently exists and will exist in the future to meet needs.

Non-residential development must demonstrate that sufficient car parking provision is made to support the proposed development. This must include parking provision for disabled persons.

#### **Bicycle Parking Standards**

Bicycle parking must be provided in all future developments at Cranbrook so that it is:

1. Conveniently sited to the property or use it serves;

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2. Accessible and easy to use;
  3. Safe and secure; and
  4. Covered.

All new residential dwellings at Cranbrook, unless explicitly designed to accommodate residents that would not be able to ride a bicycle, will need to include safe, secure and undercover space specifically designed, or readily useable, for bicycle storage at a ratio of 1 bicycle storage space per bedroom. Where garages are provided, these will count as the bicycle storage space for the respective dwelling.

All destinations that will attract regular visitors, including the town centre and facilities within it and **employment** facilities, will need to have dedicated safe, secure and covered cycle parking provision. The expected target for cycle parking provision in such development is 1 space for each of the first 4 Full Time Equivalent (FTE) jobs and 1 space per 7 FTE jobs thereafter.

- 4.41 Provision of car parking at Cranbrook to date, including on-street parking and parking in private parking spaces, is a matter which to date has proven an important topic for residents and levels of success in layout are varied across the town. This highlights the necessity to ensure that future development at Cranbrook delivers parking provision of a standard which is suitable both for the current and future needs of residents.
- 4.42 Future development will need to be supported by adequate and appropriate parking provision for both cars and bicycles. This provision will be expected to address all user needs and to meet relevant standards which are explored in the following paragraphs.
- 4.43 The Council will publish additional practical guidance on the application of parking standards through a supplementary planning document SPD. In the meantime when determining applications regard will be had to standards set out in existing guidance from Devon County Council. It is expected that the SPD could also prescribe how the average provision of car parking spaces is to be apportioned between housing of differing size and type.
- 4.44 In any event an approach of lower car parking standards near town centre uses and a limited school parking approach is considered appropriate.
- 4.45 At Cranbrook, garages have often been provided of a size which would not easily fit a modern car, which lowers the likelihood of use for parking. Furthermore and on a wider scale than Cranbrook, even where garages are of a more adequate size, they are often used for storage purposes, thereby eliminating the potential for parking use. In order to ensure that adequate parking provision is made, it is therefore appropriate to discount garages when calculating the level of parking in a development. However, in recognising their use for secure and dry storage, where provided they will count as a dwelling's bicycle storage facility.
- 4.46 The 2016 Cranbrook Community Questionnaire indicated average vehicle ownership of 1.55 vehicles per household. The survey did not distinguish ownership levels between differing

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dwelling sizes and was based on a relatively small sample of 273 respondents. Nevertheless the age profile of respondents broadly aligns with the age profile of the population of the town, indicating a good overall sample. The average car and van ownership figure per household is not dramatically different than the 2011 census data for Broadclyst Parish (within which Cranbrook presently lies) of 1.62 vehicles per household and is higher than the East Devon and Exeter averages. Allowance for visitors parking spaces is included in the policy requirement.

- 4.47 In order to ensure that car parking is delivered in locations which best support the street scene and to encourage use, the policy looks to require a percentage of parking spaces are provided adjacent to the street and in unallocated bays and that priority is given to spaces to the front or side of properties, where use is more likely. The policy is not intended to require that the remaining parking spaces are all allocated to specific properties and indeed, further unallocated spaces will serve to allow for deviation in vehicle numbers per dwelling. This strategy will also enable greater flexibility in how residential plots are delivered and scope for the level of parking provision to be adapted to suit the type, mix and use of development.
- 4.48 The overall approach to parking provision allows for a future where car ownership levels may lower, as is beginning to be seen in some towns and cities across the UK. Therefore, whilst the policy seeks to ensure that adequate parking provision is made to meet the current needs of the town, as opportunities for alternative sustainable means of travel increase (as a result of improved public transport, more local job opportunities etc.), these parking spaces could be put to alternative use (e.g. turned into additional garden space on-plot or used for shared or autonomous vehicles)

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## CB21. Cranbrook Town Centre

### CB21 Cranbrook Town Centre

The policies map sets out the boundaries of the Cranbrook Town Centre where the heart of the economic, social, cultural and civic activities that support the wider town will take place.

As a Healthy New Town, which is self-supporting and capable of meeting most of its own retail, commercial, educational, economic, leisure, and social needs, it is essential that the area is vibrant. Through good layout, physical design and the range of uses and activities available (including the delivery of residential units the Town Centre must draw people into a place where they can meet, take part in the activities and resources available or simply sit and watch the world go by.

To achieve this, the town centre will be focussed around a market square which will be a multi-functional space used for cultural purposes, recreation, and outside/market trading and frontage development which addresses both the square and the roads/access routes leading to it.

The town square will accommodate the following as a minimum:

1. Ability to host markets and events; and
2. Seating and social space to encourage activity; and
3. High quality public realm which supports the function of the town centre.

Within the town centre provision shall also be made for and ensure that the following uses are appropriately located (some of which can be co-located) to ensure good connectivity and legibility through the area:

- A Health and Wellbeing hub
- Leisure centre
- Civic centre (Town Council Offices)
- Library
- Children's centre
- Youth centre
- Extra Care housing (minimum 55 beds)

In addition proposals which come forward and are located within the Town Centre as defined on the policies map, for both business use (uses falling within Class E of the Town and Country Planning (Use Classes Order) 1987 (as amended)) as well as restaurants and other food related premises will be permitted provided that:



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- a) It can be demonstrated that the proposal delivers variety and encourages people into the area
  - b) The use would not undermine the visual amenity, vitality or viability of the town centre which should be a place focussed on people and their engagement with commercial, social and cultural activities
  - c) The amenity interest of occupiers of adjoining properties is not adversely affected by reason of noise, smell or litter
  - d) It would not cause an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would not be severe
  - e) Permission for subsequent changes of use will be subject to the same tests outlined above

For the avoidance of doubt, the establishment of new retail facilities which are outside of the defined town centre and are not proposed in any one of the three neighbourhood centres identified and secured within Policies CB3-5 or along the London Road and solely in accordance with Policy CB24 (London Road Commercial and Retail proposals) will not be permitted if they would harm the convenience, vitality or viability of the town centre or lead to a dispersal of activity.

Where hot food takeaway uses are permitted there shall be 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. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the town centre being hot food takeaways.

#### Temporary uses

It is recognised that the town centre will take time to develop as a result of the need for critical numbers within its catchment and the commercial realities of delivering a brand new 21<sup>st</sup> Century town centre.

To support the delivery of the town centre and encourage the emergence of a focus for commercial, retail, cultural and social activity taking place, proposals for **meanwhile uses** will be encouraged.

Such uses would need to demonstrate that they can contribute to the future vitality and viability of the town centre and be laid out so that they do not prejudice the future delivery of permanent development including the delivery of the market square. In addition the buildings/structures used to accommodate such uses together with their setting, must be of a high quality finish to ensure that a successful attractive and welcoming environment for the emergent town centre is achieved.

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Permissions granted under this option will be made temporary and their time period for retention restricted to help facilitate permanent town centre development.

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*Cranbrook's vision is to become a lively, enterprising town with a strong entrepreneurial identity, building its own commercial base and links with surrounding employment developments.*

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- 4.49 One of the main focuses for the town is to build a strong economy which also creates a strong sense of place, the emphasis is on supporting small and micro businesses, including social and community enterprises. The approach of providing a 'business ladder' of tailored space and support has the potential to accommodate cultural and creative enterprises as well.
- 4.50 Whilst an existing planning permission exists for town centre development at Cranbrook many of the assumptions that informed the permission are now somewhat dated and increasingly unlikely to be realised in a changing environment for town centres and tough retail conditions. It is appropriate, therefore, to refresh the vision and policy for the town centre to respond to evolving and changing needs and pressures for development and to build flexibility into the plan.
- 4.51 Land is allocated in the Cranbrook Plan for the development of a vibrant and successful town centre which is seen as critical for the future success of Cranbrook. The Cranbrook policies map identifies the extent of the town centre.
- 4.52 The new town square should be of a size reflective of the size of a town of 20,000 people and be designed and laid out to provide flexibility in its use. For example, floor boxes for power and lighting should be provided within the square in order to facilitate markets and outdoor performances.

#### **Exeter and East Devon Enterprise Zone**

- 4.53 The town centre of Cranbrook falls within the Exeter and East Devon Enterprise Zone which became operational from the 1 April 2017. The designation enables businesses to apply for business rate relief which would apply until 31<sup>st</sup> March 2022. There is also the potential for Cranbrook Town Centre to benefit from having a simplified planning regime through the use of a Local Development Order.

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## Cranbrook Town Centre Vision

4.54 East Devon District Council's vision for Cranbrook Town Centre is:

***An enterprising, vibrant, innovative, exciting, and sustainable town centre that develops a strong economic and cultural identity that comes from, brings together and supports the community of Cranbrook.***

4.55 This vision holds a number of clues about what is needed.

1. **Enterprising** means that there must be space to support businesses to start up, succeed and grow. This suggests reduced risks, including capital costs and overheads.
2. **Vibrant** means that there needs to be space for a large number of different activities and organisations. It means that there needs to be a range of types and sizes of available spaces, both internal and external, that businesses, other organisations and the community can occupy.
3. **Innovative** means that there will need to be unique responses to the particular issues that need to be addressed at Cranbrook.
4. **Exciting** means events, novelty and change. This is what people are drawn to and what they find exciting. Having a town centre that enables events to happen, and enables change to occur, especially in its formative stages, is important to its success.
5. **Sustainable** means that economic, cultural and social activity must be able to survive and thrive. This depends on diversity and the ability to change and adapt. Sustainable also means that activity and buildings do not have a negative environmental impact. If there are any unavoidable negative impacts these should be offset within the town centre itself where possible.
6. **A strong economic and cultural identity** means that what happens in the town centre should be unique and recognisable. Buildings, spaces and activities should all reflect this goal.

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## Temporary uses in Cranbrook Town Centre

- 4.56 Prior to more expensive and fixed development taking place in the allocated town centre area the use of land for temporary and flexible uses will be encouraged and supported. The town centre of Cranbrook will become a thriving centre that people will want to visit and use. A potential problem is, however, that it may take time to secure the investment needed to allow for permanent 'bricks and mortar' development to take place. Until such development is secured it will be important nonetheless to promote and encourage, commercial and community activity in the centre and help to establish it as a place that people want to visit and use. Through encouraging positive use of the town centre space it will give people greater confidence to invest in the town centre.
- 4.57 Given the importance of early uses and activity in the town centre, this policy of the plan encourages temporary uses and structures to take place that will encourage commercial and community activity. One such use that has been discussed is an initiative centred around the use of temporary modular units to provide retail, commercial or community spaces. Shipping containers are one option for these units and are cheap to purchase and can be stacked up and if need be, joined together. They can also be clad in other materials or painted to create an attractive but flexible space for a range of uses. With minimal services required they can become effective temporary spaces that can house a range of enterprises, especially new start-ups who have low covenant strength.

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## CB22. Residential Development in the Town Centre and Neighbourhood centres

### CB22 Residential Development in the Town Centre and Neighbourhood Centres

Residential development, specifically on upper floors above shops and other **business** premises, will be expected within the town centre and neighbourhood developments in Cranbrook as these locations are best positioned to allow future occupiers the easiest access to a range of means of transport, social facilities and **employment**.

Planning applications for development in such centres will be required to demonstrate:

1. That they deliver residential development and achieve the highest appropriate density, which will be not less than 55-60 dwellings per hectare;
2. Residential development that shall be so designed and located as to ensure that it does not prejudice the vitality and viability of the respective centre;
3. Good levels of amenity for each unit of residential accommodation incorporating naturally lit rooms with views out to the streets, and access to shared and private outdoor space;
4. Proposals which are of high quality design for the character of the area and designed to ensure that future residents are not adversely affected by other uses and activities.

Where it can be demonstrated that land in the town centre area is not required for, commercial or community uses, some high density residential accommodation may be permitted at ground floor level provided that in a similar way to those in mixed use areas, any proposals for such uses demonstrate adaptability of the ground floor of dwellings to allow conversion to units that could be used for **business** activities in the future if required.

New proposals for residential development in the Town Centre will be required to make contributions to on and/or off site infrastructure in and around the town to mitigate for the likely additional pressure that would result from the increased occupation associated with the development.

- 4.58 The town centre of Cranbrook will be a focal point for commercial, and community uses which will exist in a high quality environment. In addition both the Town Centre and Neighbourhood Centres will form nodes where accessibility to a range of means of transport

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including shared cars and e-bikes will be greatest. As part of the overall mix of development therefore it is appropriate, to encourage residential development in these areas.

- 4.59 It is common for town and neighbourhood centres to have flats and apartments over shops and commercial spaces, or homes otherwise dispersed amongst commercial and community uses, often 'tucked-away' from commercial frontages. Cranbrook should be no different and the inclusion of residential development in these areas will help bring additional life and vitality into these key areas in the town and is essential in order to provide a resident population.
- 4.60 In addition such an approach is in-line with the requirements of the National Planning Policy Framework (2021) where it requires plans to contain policies which optimise the use of land and "should include the use of minimum density standards for city and town centres and other locations that are well served by public transport" (para. 125). The guidance continues that these standards should seek a "significant uplift" in the average density of residential development within these areas unless it can be shown that there are strong reasons why this would be inappropriate.
- 4.61 In the case of Cranbrook, 40 dwellings per hectare (dph) has often been achieved around the town and therefore a minimum of 55-60dph which is set out in the policy represents a reasonable uplift in development density without being unrealistic or unachievable. Striking such a balance is important but without any significant reasons why, when using appropriate housing typologies the minimum densities could not be met, these are considered achievable.



Figure 11 – Neighbourhood Centre shops along Younghayes Road, Phase 1 Cranbrook

Proposed

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## CB23. London Road commercial and retail proposals

### CB23 London Road Commercial and retail proposals

Proposals for development and changes of use on the London Road frontage in areas identified on the policies map will be supported where they propose retail and other footfall dependent commercial activities (provided that they do not harm the vitality and viability of the Town Centre) and the following criteria are met:

1. They include the provision of an active frontage to encourage passing trade;
2. They will not demonstrably harm residential amenity or privacy;
3. They will not lead to harm from noise, smell or other forms of pollution;
4. Suitable provision is made for access, parking and deliveries.

New residential uses in these areas will only be permitted where they are designed with an active frontage that directly fronts onto the London Road, and where the ground floor is so designed to ensure that it is fully convertible to facilitate future uses for retail or other footfall dependent commercial uses.

Where hot food takeaway uses are permitted there shall be 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. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the identified area being hot food takeaways. Hot food takeaways will not be permitted within 400 metres of a school.

- 4.62 Research<sup>32</sup> undertaken by Space Syntax on behalf of the Cranbrook Healthy New Towns programme has explored the accessibility of the Cranbrook Town Centre on a local and regional scale. The research indicates that London Road has a higher accessibility than the existing routes within the town centre and are likely to be capable of sustaining footfall dependant town centre uses. In order to maximise the success of the town centre for the benefit of residents of Cranbrook and surrounding communities, it is appropriate to support retail and other footfall dependent commercial activities along part of London Road in the vicinity of the town centre, where there are already a number of commercial enterprises operating. Such support for additional commercial uses would need to ensure that they did not harm the amenity or living conditions of retained residential properties.
- 4.63 The London Road (B3174) is an important route providing east-west connectivity as an alternative to the use of the A30 and is well used by traffic. To date Cranbrook has evolved

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<sup>32</sup> <http://eastdevon.gov.uk/media/2760824/Space-Syntax-x-ICE-Issues-and-Options-HNT-report.pdf>



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as a town situated north of this important route and the town centre boundary also lies to the north of the London Road. Work commissioned as part of the Healthy New Town programme to look at the location of footfall dependant uses (such as retail) and accessibility has identified London Road as a good location for the long-term sustainability of such uses. However, this must not be to the detriment of the success of the Town Centre itself.

- 4.64 The Cranbrook Plan identifies parcels in the expansion areas for new mixed-use development fronting London Road, including in Treasbeare, Grange and Cobdens neighbourhood centres. These will serve residents in the expansion areas but are not intended to act as alternatives to the Town Centre. In order to sustain and promote the vitality and viability of Cranbrook Town Centre and to encourage passing trade from traffic on London Road, this policy identifies an area of London Road adjacent to the Town Centre where retail and other footfall dependant commercial uses will be supported. The creation of active frontages on the London Road in this location will also help to signpost people that they have arrived at the centre of the town and direct them to the main Town Centre.

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## CB24. London Road Improvements

### CB24 London Road Improvements

London Road (B3174) will become a route “in” Cranbrook rather than a route around or through Cranbrook. The design and layout of both the road, its pedestrian and cycling facilities and development on either side of it must reflect this and achieve the highest quality of building design, green infrastructure and ease of movement for pedestrians and cyclists (both along and across the road), whilst it continues to serve as an important vehicular route.

Where changes in the vicinity of, or along on the London Road itself are proposed, they will need to demonstrate that they have had regard to the significance of the Road and any heritage assets that arise from it and where necessary propose appropriate mitigation if required.

Development will not be permitted unless it has been adequately demonstrated that the proposals will deliver safe, convenient and attractive crossing places (including where necessary all infrastructure needed to support their delivery) for vehicles, pedestrians and cyclists between land to the north and south of the London Road (the B3174). In particular it is expected that development in the Treasbare expansion area will be linked to the Bluehayes expansion area and to existing development at Cranbrook and similarly the Grange expansion area to the Cobdens expansion area. Across all **four expansion areas**, land for crossing points on opposite sides of the road will need to be identified, coordinated and safeguarded to ensure that direct and fully connected routes are delivered.

In addition, development that fronts onto the London Road will need to contribute to the delivery of an attractive and pleasant environment which promotes social interaction between the occupiers of houses and all users of the highway, including pedestrians, cyclists and drivers of vehicles. Particular care will need to be given to the boundary treatment along the London Road where lengths of the highest quality hedgerow shall be retained and managed to maximise their biodiversity potential while still ensuring the best possible integration of people and place north and south of the Road and the creation of a sense of being within a town, with development appearing to front the Road, rather than turning its back on it.

Development proposals within the Cranbrook Plan Area will be required to make a proportionate financial contribution to the cost of delivering the London Road improvements (other than those access arrangements and crossing points required as part of the delivery of specific parcels of development).

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- 4.65 Currently the London Road (B3174), formerly the A30, continues to represent a fast and relatively straight route which, with the exception of the roundabouts arising from the development of Cranbrook to date, largely ignores the town. In acting as an alternative route to the new A30, the London Road serves a purpose as a useful movement corridor east-west through this part of the District but its form, design and apparent speed, limits the invitation to stop, visit the town, town centre and the attractive country park. It is not appropriate that when the expansion of the town takes place – particularly where this is south of the London Road, that this road continues to present itself in the same way.
- 4.66 To do nothing and to fail to adequately address the road and the opportunities that it provides, would result in a road which acts in all other senses as a bypass albeit made worse by its dissection of the town. Such a situation would risk failing to draw people into the town and more fundamentally cut off the easy movement of people from one side of the road to the other – one half of the town to the other and the varying facilities that each already and will in the future possess.

### **Connectivity**

- 4.67 In recognising this concern, it is therefore important that in any plans that come forward for the expansion of the town, provision is made to allow safe and easy crossing of the London road for cyclists and pedestrians. Land both north and south of the road should be retained and made available to accommodate crossing points which should be located in safe locations and along natural desire lines. An identified crossing point on one side of the road must be matched by coordinated and connected points opposite to ensure that a comprehensive and well used network of routes are provided to help strengthen the sustainability, legibility and health benefits of living and working in the town.
- 4.68 In particular it is noted that where land at Treasbeare adjoins the London Road, site levels are significantly higher than both the road level itself and that of Bluehayes to the north. In this location the resulting embankment is held in place by a timber crib lock wall. In addition it is noted that with only a shallow cover, the main heat main for the town runs parallel to the road through the elevated land within Treasbeare. In practice this makes the delivery of an active and connected frontage for the Treasbeare parcel – at least along this far western section where it sits opposite to Bluehayes, more difficult to achieve. However such an approach and resulting connection is important. While a bridge would help solve this problem it is a particularly expensive project and therefore a more cost effective solution would be to provide enhanced pedestrian crossing points closer to the current gateway roundabout. For such a solution to work, the desire lines in reaching such a crossing, will be particularly important and therefore care will be needed when the separate master plans for Treasbeare and Bluehayes are prepared and considered.
- 4.69 East-west connectivity through Cranbrook is also of great importance to the movement of people from one place to another. To date development has not provided pedestrian and cycle routes on the stretch of London Road immediately south of the town (further west, there have been on-street improvements to deliver a shared path), preferring to provide routes within the town itself; however these are not always obvious and can prove convoluted to users. Going forward and where possible, routes adjacent to the road itself

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would provide the best legibility for users and the expansion of the town delivers the opportunity to instigate this.

### **Frontage Design**

- 4.70 Although it is expected that traffic speeds along the Road will be reduced and the tone and character of the “place” that will be the London Road corridor will change, it is important that special attention is given to the design and appearance of the built form and landscaping that will be employed along this route.
- 4.71 Irrespective of the number of roundabouts and pedestrian and cycle crossing points that are introduced along it, if development and landscaping work together to continue to “funnel” traffic through this environment without seeking to engage with it, the perception of a bypass would continue. In designing places and spaces that interact with the road it is important that there is a sense of being in rather than just passing through the town.
- 4.72 To best achieve this there will need to be a balance between keeping existing hedgerows and setting back the housing and other development behind such features, and removing identified sections, and allowing both housing and other infrastructure (including green infrastructure) to come forward and engage with the road frontage. Design quality of the housing must be at its highest along the road frontage which will present the “shop window” of the town to passing motorists. The aim will be to celebrate and engage with the development of the healthy new town with housing design of the highest standard; meaningful and strategically located green infrastructure; and an obvious ability that residents and visitors alike are not dependent on the car but have priority to move around the town in a safe and healthy way.

### **Flood Water Management**

- 4.73 The handling of water within the extended town is already dealt with elsewhere with both the Local Plan and Policies in this DPD, but it is appropriate to consider at this point the identified areas of surface water which currently cause problems on London Road.
- 4.74 The Environment Agency have identified that two areas of surface water flooding occurring on the road by Bodley Bridge and the road junction to the west between the London Road and Cobden Lane should be addressed as part of development proposals as at both points serious flooding occurs<sup>33</sup>.
- 4.75 The Environment Agency indicate that the cause of the flooding results from an inadequacy of the existing culvert under the road and channel upstream and down thereof. While it is recognised the channel down stream of Bodley Bridge is outside the scope of the current allocation, the works that are set to take place in the vicinity and upstream of these points of flooding present an opportunity to improve the situation. It is considered that Developers of

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<sup>33</sup> Environment Agency consultation response January 2018 <http://eastdevon.gov.uk/planning-libraries/cranbrook-plan-pa-2017-18/environmentagency.pdf>

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sites which affect these areas should take every opportunity to improve the flood risk. Care would need to be taken to ensure that the downstream situation is not exacerbated, but with this safeguard in place, such an approach would improve the safety and functioning of the London Road, its connection into the town and attractiveness of the eastern entrance into the town.



Figure 12 – London Road between Cranbrook Phase 1 and Treasbeare expansion area

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## CB25. Allotments

### CB25 Allotments and community gardening

Allotment sites must be provided in accordance with the requirements of policies CB2 – CB5 inclusive and must:

1. Provide communal storage;
2. Be serviced by a water supply with adequate tap locations distributed around the site;
3. Provide access to a communal toilet;
4. Be situated in an accessible location; and
5. Be so located or laid out to enable the collection and drop-off of bulky goods and produce.

Planning applications must include space for community gardening as an integral part of street design. Allotment and community gardening design should take account of the accessibility needs of different members of the community and include opportunities for features such as raised beds and planters with suitable access arrangements.

- 4.76 The development of new homes should contribute to the delivery of sustainable communities with an appropriate range of community infrastructure, such as schools, primary health care infrastructure, sports / recreation and community facilities / village halls.
- 4.77 The Cultural Development Strategy<sup>34</sup> recognises the importance of providing flexible community spaces and places; co-located facilities supporting social interaction; and open and green space, including for growing food.

### Allotments

- 4.78 The Local Authority will support and encourage local food growing by seeking provision of new allotments and/or community food growing sites.
- 4.79 The individual policies for the **four expansion areas** of Cranbrook each identify land areas for use as allotments. It is important to ensure that allotments are laid out in an appropriate fashion to ensure suitable facilities are provided and that they are accessible by all. The placing of sheds, polytunnels and greenhouses on individual allotments can appear

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<sup>34</sup> Cultural Development Strategy <http://eastdevon.gov.uk/media/2260182/cranbrook-in-common-cultural-development-strategy.pdf>

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incongruous in the landscape. In order to minimise the visual impacts of allotment provision, each allotment site should provide communal storage facilities for allotment holders.

- 4.80 Community gardening projects foster good community relations, encourage activity and promote healthy eating and the growing of food. Incredible Edible is an already established community gardening group in Cranbrook and is involved in the growing of produce in street planters in the town as well as having a growing space at Cranbrook Education Campus. The expansion of similar schemes across the expansion of Cranbrook is encouraged in the interests of the health and wellbeing of residents and the appearance of the street scene.

Proposed for adoption

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## CB26. Landscape, Biodiversity and Drainage

### CB26 Landscape, Biodiversity and Drainage

Development will only be permitted where it is in accordance with an up to date Landscape, Biodiversity and Drainage Strategy (LBDS), and illustrated LBDS Framework plan, which has been agreed in writing by the Local Planning Authority. A separate LBDS should cover each expansion area in full and where such areas are broken down, it is expected that different developers will demonstrate that they have worked together to prepare the final document. In addition the LBDS will need to be periodically reviewed so that it remains in line with new legislation, guidance and best practice with a formal review at least every 5 years.

The following components and approaches will be included within each individual LBDS to ensure shared commitments when bringing forward different phases of development and a consistency of approach between different disciplines:

1. A defined green infrastructure framework for the expansion sites, which incorporates and integrates landscape, biodiversity, heritage features, conservation and sustainable drainage;
2. Be prepared in conformity with landscape character, biodiversity and sustainable drainage guidance and delivers at least 10% **biodiversity net gain**;
3. Provide the framework for the detailed design process, the aim of which is to create a sense of place for the new community;
4. Provide principles of advanced works for LBDS implementation, management and future maintenance; and
5. Provide the strategic principles of how open space areas are to be managed and maintained.

4.81 The original LBDS for Cranbrook was submitted as part of the outline planning application for the first 2,900 dwellings and was written in 2010. The main objectives of the LBDS were to set out strategic commitments which would be undertaken as part of the Cranbrook development and to provide technical details to supplement the outline planning application.

4.82 The expansion of the new town of Cranbrook is proposed to grow to almost 8,000 homes within the plan period. The LBDS will be a tool that both the applicant and the Local Planning Authority will use with which to assess applications for development. It is intended that the principles of the original LBDS can be built upon and added to as Cranbrook develops beyond the original boundaries and into the future.



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- 4.83 A sound evidence base will be essential to support each individual LBDS. Relevant background data and technical reports will need to be included to provide context to the proposals. Base evidence (e.g. wildlife surveys) will need to be up-to-date so that they are relevant at the time of submission of reserved matters applications.
- 4.84 The Cranbrook Plan Area contains a number of natural features such as trees, hedges and water bodies and importantly lies adjacent to the Clyst Valley Regional Park. The features vary in how important they are in contributing to the local landscape and their biodiversity value. A strategic commitment of an LBDS will be to incorporate biodiversity, conservation and sustainable drainage proposals into the open space and landscape network. As a result all natural features will need to be assessed, recording their ecological, archaeological, landscape and arboricultural values in order to establish importance, methods of protection and enhancement and to minimise the loss of important distinctive features.
- 4.85 The agreement of the Local Planning Authority of each LBDS will be required in advance of the first planning permission for each expansion area (Outline or full permission) and compliance and review mechanisms secured through the use of a S106 agreement.

### **Landscape**

- 4.86 Key strategic commitments for landscape will be to provide a strongly defined and clearly understood landscape structure for the site and to conform to local landscape character guidance, and utilising local landscape materials. A defined hierarchy for open space and public areas shall be provided, in accordance with the open space requirements for each expansion area. The LBDS will inform routes of access to, and circulation between, recreational open spaces.
- 4.87 Trees and hedgerows will need to be assessed recording their ecological, landscape and archaeological and arboricultural values to ensure retention of good quality hedgerows, hedgebanks, tree groups and individual trees. This will aid retention and enhancement of landscape character and maintain important habitats by utilising them as key features of the layout and as habitat corridors. Trees and hedgerows proposed for retention and removal shall be indicated on an illustrated framework plan.

### **Biodiversity**

- 4.88 The landscape areas within the expansion areas will be multifunctional, providing space for sport and informal recreation and an attractive landscape that complements the development and gives a strong sense of place and enhances biodiversity. As a result it will be important and a key commitment of each LBDS that the level of biodiversity is enhanced and recognises the requirement of criteria 2 within Policy CB26 to deliver biodiversity net gain. As set out within the glossary, 10% net gain is expected when measured using the latest Metric which is currently 3.0. Through this approach it is expected that, habitat connectivity within the site and adjacent habitats is promoted, and that long term nature conservation values of the site are secured.

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## Drainage

- 4.89 Sustainable drainage systems (SuDS) are an increasingly important part of our green infrastructure; it is vitally important that drainage is considered at the outset and informs the early design of development proposals. SuDS mimic natural drainage process to reduce the effect on the quality and quantity of runoff from developments and provide amenity and biodiversity benefits.
- 4.90 Each LBDS will need to set out a clear strategy for the relevant site, creating an appropriate SuDs scheme. The strategy will clearly demonstrate how the natural means of surface water discharge from the site will be replicated, utilising existing watercourses to convey water from the site and ensuring that peak surface water flows do not exceed pre-development conditions, all in line with the SuDS management train which sets out a hierarchy of prevention, source control, site control and then regional control.



Figure 13 - Cranbrook Country Park, which links phases 1 and 2 of the original outline planning permission site and incorporates a range of habitats and opportunities for recreation.

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## CB27. Design and Construction of Sports Pitches

### CB27 Design and Construction of Sports Pitches

All pitches and courts provided at Cranbrook in order to meet the requirements of Policies CB3 and CB4 must be constructed to standards set out by and designed in consultation with the relevant sport's National Governing Body (Football Association, Rugby Football Union, English Cricket Board, Lawn Tennis Association etc.) and for the avoidance of doubt include effective drainage.

In addition to the pitch and court requirements set out in Policies CB3 and CB4, there is a need to ensure that sufficient and appropriate ancillary facilities are also provided at each hub. These shall include:

1. Changing facilities sufficient to meet the number and type of pitches/courts provided at each hub;
2. Sufficient bar/social space;
3. Kitchen;
4. Dedicated medical room;
5. Toilets (separate for players, match officials and spectators);
6. Showers (in each changing room including the match officials);
7. Kit lockers;
8. Maintenance storage; and
9. Car parking.

Facilities should be designed in consultation with and in line with guidance produced by Sport England and the relevant governing bodies. There should be one changing/clubhouse facility for each sports hub containing all of the above elements.

Facilities should be designed to meet the sports needs of the community. They should not double up as general recreation areas/parks which are required in addition to these facilities. Sports pitches must not be accessible by dogs.

- 4.91 The provision of high quality and accessible range of community outdoor sports facilities is needed to support the new community of Cranbrook. The vision for Cranbrook, in line with its healthy new towns status and that of seeking to encourage active lifestyles, is to achieve an increase in sport and physical activity. It is considered that this can be achieved by maintaining and improving the playing pitches and outdoor sports facilities within Cranbrook.
- 4.92 In order to achieve this, as a minimum, all sports pitches should have an appropriately maintained and drained playing surface and be serviced by appropriately built accommodation (changing rooms/ pavilion) and parking space.

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- 4.93 Phasing of these facilities will be agreed and secured through the Phasing policy CB7 of this Cranbrook Plan and will seek to ensure that they are delivered in a timely fashion to the delivery of housing in order to ensure adequate facilities are available to serve the population.

Proposed for adoption

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## CB28. Tillhouse Farm Redevelopment

### CB28 Tillhouse Farm Redevelopment

Proposals for the Tillhouse Farm complex of buildings will be supported where they recognise the significance of the farm complex and its individual components as a heritage asset within the town and make provision for its restoration and conservation such that the:

1. Layout of the buildings and associated yard is retained;
2. Buildings are returned to their former appearance;
3. All remaining historic features are retained and restored; and
4. Features that have been lost as a result of fire damage are reinstated to replicate their previous form wherever possible.

Where proposals seek to deviate from the asset's historic form and appearance, they will need to demonstrate that the changes proposed are the minimum reasonably necessary to facilitate the restoration of the building and to bring it back into a viable use.

Proposals that bring the buildings into public ownership and facilitate community activity and uses will be particularly encouraged.

- 4.94 Heritage assets are an irreplaceable resource and play a key role in place making, by helping to make a positive contribution to local character and the evolving sense of identity. Local Authorities are encouraged to recognise the positive contribution that the conservation of heritage assets can make to help create a sustainable community and should therefore not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure that any heritage asset is retained where possible.

### Till House Farm and Surrounding Land

- 4.95 Tillhouse Farm is a Grade II listed farmhouse with associated curtilage listed barns forming a courtyard that is located in a central part of Cranbrook close to the west of England Exeter-Waterloo rail line and adjacent to the Country Park.
- 4.96 This was a distinctive longhouse with cob walls, a stone plinth and thatched roof. It is one of only two listed structures in the boundaries of the original outline planning permission for the town (the other being the Old Rockbeare Bridge immediately north of London Road) and is an important reminder of the agricultural past of the land upon which the town now stands. Unfortunately the main farmhouse building is currently in a poor state of repair having suffered from substantial fire damage in 2016 but nevertheless remains an important heritage asset for Cranbrook. The remaining walls have been protected but substantial investment is needed to restore the building to its former glory. Its location at the heart of the town provides a unique opportunity to retain a heritage asset in a prominent and accessible

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location and therefore an alternative community or other viable use that allows the building to be restored will be supported.



Figure 14 – Grade II listed Tillhouse Farmhouse, located in phase 2 of Cranbrook, south of the Country Park

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# Glossary

Within the policies set out within the Plan there are a number of key words used. These have specific meaning/interpretation and for clarity and to avoid repetition within the document, the meanings are set out below:

**Biodiversity net gain** – A minimum 10% increase in biodiversity between pre and post construction stages of a development, when measured using the DEFRA 3.0 metric (or other metric that supersedes this matrix either in part or in full).

**Business** – any “Class E” use as defined within the Town and Country Planning (Use Classes) Order 1987 (as amended). For clarity this encompasses any business, commercial or service related use which is appropriate within a residential environment excluding restaurants and hot food takeaway which are considered sui generis.

**Constituent Developers** – All developers and land owners who control land in the relevant expansion area but where none individually control enough of the allocation to take on the role of the Lead developer.

**Employment** – any use or development which facilitates the undertaking of trade, service or related commercial activity.

**Excess housing numbers** – are those in addition to the housing numbers expected to be delivered in a particular sub parcel.

**Four expansion areas** – references the expansion areas set out within this policy document and identified through Policies CB2 – CB5 (inclusive) – namely Bluehayes, Treasbeare Cobdens and Grange.

**Ground floor adaptability** – Ground floor units exhibiting features such as a higher floor to ceiling height, the capability of separate ground and first floor accesses, fire proofing between floors and the construction of ground floor frontages with the structural integrity to allow for the insertion of a retail or commercial frontage/inclusion of a ground floor road fronting window. The inclusion of these features allows for maximum flexibility with respect to future use. Detailed applications should evidence how these features will be incorporated into any residential development within the area assigned for mixed use

**Lead Developer** – A developer who controls at least 80% of a particular expansion area. Where such a developer exists, requirements in relation to parameter plans only relate to that developer’s area of control. However, as a consequence of the relaxation for this scenario, that developer is expected to accommodate all the prescribed uses and requirements for the relevant expansion. Resulting infrastructure cost/ burden to then be equalised through Policy CB6.

**Meanwhile uses** – A meanwhile use refers to the short-term use of land awaiting longer-term development. It allows for the future needs of the community to be accommodated as they emerge and can assist in planning for permanent facilities by testing needs and demands. Such temporary uses could include ‘pop-up’ businesses, spaces for community

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use or as has been seen in Cranbrook phase 1, use as a community garden. The meanwhile use of a site must not result in an unacceptable impact on residential amenity or prevent development sites from being brought forward for development in a timely fashion

**Parameter Plan Area** – The part of the relevant expansion area covered by parameter plans.

**Parameter Plans** – A comprehensive set of plans either prepared jointly by all constituent developers or lead developer that sets a framework for development within the expansion area and includes key routes that are necessary for connectivity and legibility; areas for blue and green infrastructure and where these are capable of enhancement (this should also be reflected through the LBDS required under Policy CB26) and locations for all of the uses, requirements and infrastructure set out within the relevant allocation policy.

Proposed for adoption



## Monitoring

2.1 Monitoring is an essential component of the planning policy process and is a key means by which to assess the success or otherwise of the policies of this Cranbrook Plan. By setting outcomes we wish to see from the implementation or application of the policies of the Plan, we will be able to assess if the policy is successful. This will be used to inform what changes, if any, are required, such as the use of SPD for further detail or the revision of a policy when the Plan is updated.

2.2 The following table identifies key monitoring indicators.

<b>Vision/Objective/Aspiration</b>	<b>Key Policy or Strategy</b>	<b>Indicators and target</b>
Delivery of the homes set out in this Plan over the Plan period.	CB2 Bluehayes Expansion Area CB3 Treasbeare Expansion Area CB4 Cobdens Expansion Area CB5 Grange Expansion Area CB7 Phasing	Delivery of housing in the expansion areas  Completion of the expansion areas within the Plan period.
All residents have convenient access to open space and recreation and sports facilities that are safe and of good quality.	CB2 Bluehayes Expansion Area CB3 Treasbeare Expansion Area CB4 Cobdens Expansion Area CB5 Grange Expansion Area CB7 Phasing CB25 Allotments CB27 Design and Construction of Sports Pitches	Open space, recreation and sports facilities are delivered in a timely and phased process alongside the housing and are well used by residents.
Provide the resources to teach and develop skills in the population of the town.	CB3 Treasbeare Expansion Area CB4 Cobdens Expansion Area	Deliver the additional primary, secondary and SEND school places at the required trigger points to ensure that schools aren't over capacity.
New development to be accessible to health care facilities and supported by new provision in the town and neighbourhood centres.	CB1 Health and Wellbeing at Cranbrook CB3 Treasbeare Expansion Area CB4 Cobdens Expansion Area CB5 Grange Expansion Area CB6 Cranbrook Infrastructure Delivery CB21 Cranbrook Town Centre	Sufficient opportunity exists for all residents to access primary health care and other health services to meet their needs.  Achieved through the delivery of the Health and Wellbeing Hub in the Town Centre and the securing of satellite services in the neighbourhood

		centres to implement a New Model of Care.
A greater percentage of the population of the town using walking, cycling and other sustainable modes of transport to travel from one place to another.	CB1 Health and Wellbeing at Cranbrook CB9 Public Transport Enhancements CB16 Amenity of Future Occupiers CB18 Coordinated sustainable travel	Streets and routes are laid out in a logical fashion to deliver routes which are accessible and attractive to users and provide suitable links between housing, the town centre, <u>employment</u> opportunities, education facilities and public transport nodes.
Ensure everybody has the opportunity to live in a decent home which meets their needs.	CB1 Health and Wellbeing at Cranbrook CB10 Cranbrook Affordable Housing CB11 Cranbrook Custom and Self Build Housing CB16 Amenity of Future Occupiers	Affordable and custom and self-building housing is being provided at a rate which meets with the policy minimum. All homes meet the Nationally Described Space Standards.  Housing waiting lists for affordable housing at Cranbrook are minimal and custom and self-build plot delivery is meeting demand.
Cranbrook is a zero carbon town.	CB12 Delivering Zero Carbon CB13 Safeguarding of land for energy uses	The expansion areas of Cranbrook are connected to a district heating system and are maximising opportunities for the use of renewable energy.  New buildings are delivered achieving the required improvement over and above Building Regulations requirements.  New homes are resilient to climate change.
Cranbrook is served by gigabit broadband technology.	CB17 Digital connectivity	All homes and other occupied buildings have the connectivity to access gigabit broadband speeds.
Cranbrook has a thriving economy, with jobs for all and a vibrant town centre.	CB1 Health and Wellbeing at Cranbrook CB3 Treasbeare Expansion Area CB4 Cobdens Expansion Area CB5 Grange Expansion Area	Cranbrook Town Centre becomes built out, delivering a range of footfall dependant uses, is occupied by national and local business, including those originating from

	CB21 Cranbrook Town Centre	<p>enterprising Cranbrook residents and has a day time and night time economy. <b>Employment</b> land in Treasbeare is providing <b>employment</b> for Cranbrook residents and businesses.</p> <p>Occupancy rates in both the town centre, neighbourhood centres and the employment land are high.</p>
<p>Development at Cranbrook sustains and improves habitats suitable for biodiversity, including the European protected sites of the Exe Estuary and Pebblebed Heaths.</p>	<p>CB2 Bluehayes Expansion Area  CB3 Treasbeare Expansion Area  CB4 Cobdens Expansion Area  CB5 Grange Expansion Area  CB21 Cranbrook Town Centre  CB14 Delivery of Suitable Alternative Natural Green Space  CB26 Landscape, Biodiversity and Drainage</p>	<p>LBDS documents are produced for each expansion area and regularly reviewed.</p> <p>Planning applications lead to net increases in biodiversity across Cranbrook.</p> <p>Quarterly monitoring of housing completions in each expansion area will be assessed against the delivery of SANGS provision.</p> <p>Off-site financial contributions are secured to enable the remaining mitigation for the Pebblebed Heaths and Exe Estuary to be provided.</p>

## Appendix 1 – Status of Policies

The table below sets out where policies of the East Devon Local Plan 2013-2031 are superseded in full or in part by the Cranbrook Plan and which policy or policies they are replaced by. Any policy which is superseded in full or in part is only superseded for development proposals within the Cranbrook Plan Area as shown on the Policies Map. Where 'N/A' is used in the third column then the existing East Devon Local Plan 2013-2031 policy will apply to proposals in the Cranbrook Plan Area.

<b>East Devon Local Plan 2013-2031 Policy ref.</b>	<b>Superseded in Cranbrook Plan Area? In part or in full?</b>	<b>New Cranbrook Plan DPD policy reference</b>
Strategy 1- Spatial Strategy for Development in East Devon	No	N/A
Strategy 2 – Scale and Distribution of Residential Development	No	N/A
Strategy 3 – Sustainable Development	No	N/A
Strategy 4 – Balanced Communities	No	N/A
Strategy 5 – Environment	No	N/A
Strategy 5B – Sustainable Transport	No	N/A
Strategy 6 – Development within Built-up Area Boundaries	Yes – in part where new Built-up area boundaries for Cranbrook and Broadclyst Station are defined.	CB8 – Cranbrook and Broadclyst Station Built up Area Boundary
Strategy 7 – Development in the Countryside	No	N/A
Strategy 8 – Development in Green Wedges	Yes – in part where this plan allocates land for development currently part of the Rockbeare Green Wedge.	CB3 – Treasbeare Expansion Area

<b>East Devon Local Plan 2013-2031 Policy ref.</b>	<b>Superseded in Cranbrook Plan Area? In part or in full?</b>	<b>New Cranbrook Plan DPD policy reference</b>
Strategy 9 – Major Development at East Devon’s West End	No	N/A
Strategy 10 – Green Infrastructure in East Devon’s West End	No	N/A
Strategy 11 – Integrated Transport and Infrastructure Provision at East Devon’s West End	No	N/A
Strategy 12 – Development at Cranbrook	Yes – in full	All policies of this DPD
Strategy 13 – Development North of Blackhorse/Redhayes	No	N/A
Strategy 14 – Development of an Urban Extension at Pinhoe	No	N/A
Strategy 15 – Intermodal Interchange	No	N/A
Strategy 17 – Future Development at or near Exeter International Airport	No	N/A
Strategy 18 – Future Development of Exeter Airport Business Park	No	N/A
Strategy 20 – Development at Axminster	No	N/A
Strategy 21 – Budleigh Salterton	No	N/A
Strategy 22 – Development at Exmouth	No	N/A

<b>East Devon Local Plan 2013-2031 Policy ref.</b>	<b>Superseded in Cranbrook Plan Area? In part or in full?</b>	<b>New Cranbrook Plan DPD policy reference</b>
Strategy 23 – Development at Honiton	No	N/A
Strategy 24 – Development at Ottery St Mary	No	N/A
Strategy 25 – Development at Seaton	No	N/A
Strategy 26 – Development at Sidmouth	No	N/A
Strategy 26B – De-development of Redundant Offices Complex at Winslade Park and Land Adjoining Clyst St Mary	No	N/A
Strategy 26C – Development at Uplyme	No	N/A
Strategy 27 – Development at the Small Towns and Larger Villages	No	N/A
Strategy 28 – Sustaining and Diversifying Rural Enterprise	No	N/A
Strategy 29 – Promoting Opportunities for Young People	No	N/A
Strategy 30 – Inward Investment, Communication Links and Local Benefits	No	N/A
Strategy 31 – Future Job and Employment Land Provision	No	N/A
Strategy 32 – Resisting Loss of Employment, Retail and Community Sites and Buildings	No	N/A

<b>East Devon Local Plan 2013-2031 Policy ref.</b>	<b>Superseded in Cranbrook Plan Area? In part or in full?</b>	<b>New Cranbrook Plan DPD policy reference</b>
Strategy 33 – Promotion of Tourism in East Devon	No	N/A
Strategy 34 – District Wide Affordable Housing Provision Targets	Yes – in part where it relates to development at Cranbrook	CB10 – Cranbrook Affordable Housing
Strategy 35 – Exception Mixed Market and Affordable Housing At Villages, Small Towns and Outside Built-up Area Boundaries	No	N/A
Strategy 36 – Accessible and Adaptable Homes and Care/Extra Care Homes	No	N/A
Strategy 37 – Community Safety	No	N/A
Strategy 38 – Sustainable Design and Construction	Yes – in part where references are made to the Code for Sustainable Homes and BREEAM standards	CB12 – Delivering zero carbon
Strategy 39 – Renewable and Low Carbon Energy Projects	No	N/A
Strategy 40 – Decentralised Energy Networks	Yes – in full	CB12 – Delivering zero carbon
Strategy 41 – Allowable Solutions	Yes – allowable solutions not taken forward by Government	N/A
Strategy 43 – Open Space Standards	Yes – in part. Superseded only where development proposals are on land allocated in this DPD.	CB2 – Bluehayes Expansion Area, CB3 – Treasbeare Expansion Area, CB4 – Cobdens Expansion Area, CB5 – Grange Expansion Area

<b>East Devon Local Plan 2013-2031 Policy ref.</b>	<b>Superseded in Cranbrook Plan Area? In part or in full?</b>	<b>New Cranbrook Plan DPD policy reference</b>
Strategy 44 – Undeveloped Coast and Coastal Preservation Area	No	N/A
Strategy 45 – Coastal Erosion	No	N/A
Strategy 46 – Landscape Conservation and Enhancement and AONB's	No	N/A
Strategy 47 – Nature Conservation and Geology	Yes – in part where reference is made to different population multipliers per dwelling and where reference is made to CIL at Cranbrook (or implied by reference to it being with the West End) as Cranbrook will be funded by S106 contributions.	CB14 – Delivery of Suitable Alternative Natural Green Space
Strategy 48 – Local Distinctiveness in the Built Environment	No	N/A
Strategy 49 – The Historic Environment	No	N/A
Strategy 50 – Infrastructure Delivery	No	N/A
D1 – Design and Local Distinctiveness	No	N/A
D2 – Landscape Requirements	No	N/A
D3 – Trees and Development Sites	No	N/A
D4 – Applications for Display of Advertisements	No	N/A



<b>East Devon Local Plan 2013-2031 Policy ref.</b>	<b>Superseded in Cranbrook Plan Area? In part or in full?</b>	<b>New Cranbrook Plan DPD policy reference</b>
D6 – Locations without Access to Natural Gas	No	N/A
D7 – Agricultural Buildings and Development	No	N/A
D8 – Re-use of Rural Buildings Outside of Settlements	No	N/A
EN1 – Land of Local Amenity Importance	No	N/A
EN2 – The Valley Parks in Exmouth	No	N/A
EN3 – Land at the Byes in Sidmouth	No	N/A
EN4 – Protection of Local Nature Reserves, County Wildlife Sites and County Geological Sites	No	N/A
EN5 – Wildlife Habitats and Features	No	N/A
EN6 – Nationally and Locally Important Archaeological Sites	No	N/A
EN7 – Proposals Affecting Sites which may potentially be of Archaeological Importance	No	N/A
EN8 – Significance of Heritage Assets and their Setting	No	N/A
EN9 – Development Affecting a Designated Heritage Asset	No	N/A
EN10 – Conservation Areas	No	N/A

<b>East Devon Local Plan 2013-2031 Policy ref.</b>	<b>Superseded in Cranbrook Plan Area? In part or in full?</b>	<b>New Cranbrook Plan DPD policy reference</b>
EN13 – Development on High Quality Agricultural Land	No	N/A
EN14 – Control of Pollution	No	N/A
EN16 – Contaminated Land	No	N/A
EN17 – Notifiable Installations	No	N/A
EN18 – Maintenance of Water Quality and Quantity	No	N/A
EN19 – Adequacy of Foul Sewers and Adequacy of Sewage Treatment Systems	No	N/A
EN21 – River and Coastal Flooding	No	N/A
EN22 – Surface Run-Off Implications of New Development	No	N/A
EN25 – Development Affected by Coastal Change	No	N/A
H2 – Range and Mix of New Housing Development	Yes – in full in so far as it relates to development at Cranbrook	CB11 – Custom and Self-build CB15 – Design Codes and Place Making CB16 – Amenity of future occupiers
H3 – Conversion of Existing Dwellings and Other Buildings to Flats	No	N/A
H4 – Dwellings for Persons Employed in Rural Businesses	No	N/A
H5 – Occupancy Conditions on Rural Workers Dwellings	No	N/A

<b>East Devon Local Plan 2013-2031 Policy ref.</b>	<b>Superseded in Cranbrook Plan Area? In part or in full?</b>	<b>New Cranbrook Plan DPD policy reference</b>
H6 – Replacement of Existing Dwellings in the Countryside	No	N/A
H7 – Sites for Gypsies and Travellers	No	N/A
E2 – Employment Generating Development in Built-up Areas	No	N/A
E4 – Rural Diversification	No	N/A
E5 – Small Scale Economic Development in Rural Areas	No	N/A
E7 – Extensions to Existing Employment Sites	No	N/A
E9 – Town Centre Vitality and Shopping Areas	Yes – where it relates to land within the Cranbrook Town Centre	CB21 – Cranbrook Town Centre
E10 – Primary Shopping Frontages	No	N/A
E11 – Large Stores and Retail Related Uses in Area Centres	No	N/A
E12 – Neighbourhood Centres and Shops	No	N/A
E13 – Use of Upper Floors in Shopping Developments	No	N/A
E14 – Change of Use of Village Shops or Services	No	N/A
E15 – Retail Development in Rural Areas outside Built-up Area Boundaries	No	N/A
E16 – Proposals for Holiday or Overnight Accommodation and Associated Facilities	No	N/A

<b>East Devon Local Plan 2013-2031 Policy ref.</b>	<b>Superseded in Cranbrook Plan Area? In part or in full?</b>	<b>New Cranbrook Plan DPD policy reference</b>
E17 – Principal Holiday Accommodation Areas	No	N/A
E18 – Loss of Holiday Accommodation	No	N/A
E19 – Holiday Accommodation Parks	No	N/A
E20 – Provision of Visitor Attractions	No	N/A
RC1 - Retention of Land for Sport and Recreation	No	N/A
RC2 – New Open Space, Sports Facilities and Parks	No	N/A
RC3 – Allotments	No	N/A
RC4 – Recreation Facilities in the Countryside and on the Coast	No	N/A
RC5 – Community Buildings	No	N/A
RC6 – Local Community Facilities	No	N/A
RC7 – Shared Community Facilities	No	N/A
TC1 – Telecommunications	No	N/A
TC2 – Accessibility of New Development	No	N/A
TC3 – Traffic Management Schemes	No	N/A
TC4 – Footpaths, Bridleways and Cycleways	No	N/A
TC5 – Safeguarding Disused Railway Lines	No	N/A

<b>East Devon Local Plan 2013-2031 Policy ref.</b>	<b>Superseded in Cranbrook Plan Area? In part or in full?</b>	<b>New Cranbrook Plan DPD policy reference</b>
TC6 – Park and Ride and Park and Share/Change	No	N/A
TC7 – Adequacy of Road Network and Site Access	No	N/A
TC8 – Safeguarding of Land Required for Highway and Access Improvements	No	N/A
TC9 – Parking Provision in New Development	Yes – in full in so far as it relates to development at Cranbrook	CB19 – Plug-In and ultra-low emission vehicle charging CB20 – Parking at Cranbrook
TC10 – Rear Servicing of Shopping/Commercial Development	No	N/A
TC11 – Roadside Service Facilities	No	N/A
TC12 – Aerodrome Safeguarded Areas and Public Safety Zones	No	N/A

Proposed for adoption