

In its final publication format, the Cranbrook Plan will include a series of policies to allocate the land necessary for the development, secure new and improved infrastructure and services and provide detailed policies on development management matters. The table below sets out the types of matters which the Council intends on including within the policies of the final Cranbrook Plan and brief reasons for each of these.

	<u>Focus</u>	<u>Topic</u>	<u>Policy Expectation</u>	<u>Commentary/Evidence</u>	<u>Key Evidence Documents</u>
1.0	<u>Allocations</u>	<u>Expansion areas</u>	To allocate 2 parcels of land to the south east and south west of the existing town for mixed use development	Local Plan Strategy 12 (S12) allocates land for mixed use development including around 6300 new homes at Cranbrook. The policy also requires the delivery of a further 1550 houses and associated jobs social, community and education facilities and infrastructure within the Cranbrook Plan Area identified on the West End Inset map. This policy sets out where this residual development will occur.	Local Plan;
2.0	<u>Area Specific requirements</u>	<u>Bluehayes (Western Area)</u>	<p>Within the Western expansion area provision will be made for mixed use development and the infrastructure as set out within the masterplan; specifically including:</p> <ul style="list-style-type: none"> • the delivery of a 2 form Entry Primary School; • the accessing and enhancement of the mature park • connectivity with Cranbrook Station • delivery of one of two gypsy and traveller sites required for the town • delivery of a Neighbourhood centre along the London Road frontage • allocation of land for meanwhile uses 	<p>As a result of the evidence, the masterplan seeks to provide infrastructure within locations where they are the most accessible. In this instance the education facilities should sit at the gateway to this parcel and are likely to serve the greatest number of people. Together with good access and permeability to Cranbrook Station and the provision of a Local Centre where it is likely to receive the greatest degree of footfall these elements combine to help achieve a sustainable, healthy and accessible town.</p> <p>It also makes provision for delivery of one of the two gypsy and traveller sites required at the town. Such provision/locations allows appropriate access to the wider strategic road network for occupiers of the site but also good integration with the settled community.</p> <p>In addition this parcel benefits from an area of existing formal parkland (Blue Hayes Park) which can be enhanced and made publicly available for access through this development</p>	Gingko Report; EHRC report; Space syntax UDC and UDC2; HAWS;

			<ul style="list-style-type: none"> • identification of suitable uses for mixed use areas 	<p>Uses/development will naturally seek to become established overtime and unlike an established town where there is a range in age of buildings, spaces and infrastructure, Cranbrook is being brought together and developed as a town in a very short period time. It is therefore considered necessary and appropriate that pockets of land within each allocated area are used for temporary uses while the community becomes established.</p>	
2.1	Treasbeare (South western Area)	<p>Within the south western expansion area provision will be made for mixed use development and the infrastructure as set out within the masterplan; specifically including:</p> <ul style="list-style-type: none"> • delivery of a Neighbourhood centre along the London Road; • a significant area of dedicated employment space • delivery of a sports hub • safeguarding of land for energy centre expansion • provision of noise mitigation scheme to attenuate by at least 15db noise derived from the engine testing facility at Exeter Airport and for this to be operational prior to occupation of houses within the noise sensitive area • a requirement for good levels of integration and connection within the existing town. • allocation of land for meanwhile uses • identification of suitable uses for mixed use areas 	<p>The London Road risks being a barrier to movement between the existing town and development within this parcel and therefore the need for a high level of integration with the resultant benefits to sustainability and movement of people is important. This can be facilitated through the positioning of a neighbourhood centre on London Road (with connectivity to the Blue Hayes Neighbourhood Centre) and the clear identification of a movement strategy across this corridor.</p> <p>Movement will also be paramount to the success of the sports hub which is located on the potentially visually more prominent rising land to the south.</p> <p>Evidence indicates that the employment uses should target the stepping stone market sector for which there is a current shortfall, although by co-locating this with existing employment land and the adjacent airport best use of the available land and access can be attained. The employment provision seeks to build on Strategy 31 of the East Devon Local Plan.</p> <p>To try and ensure a good quality of life for future occupiers of the residential dwellings provided in the western part of this site (see plan below) there is a need to provide noise mitigation to overcome the problems identified. This will need to be in place and operational prior to the any occupations in area D. As a Healthy New</p>	<p>Gingko Report; Bickerdike Allen Partners; Space syntax; UDC and UDC2; HAWS; HAD report; Local Plan</p>	

				town it is important that identified threats to health and wellbeing that can be identified from the outset are dealt with at an appropriate time.	
2.2	Cobdens (Eastern area)	<p>Within the eastern expansion area provision will be made for mixed use development and the infrastructure as set out within the masterplan; specifically including:</p> <ul style="list-style-type: none"> • delivery of a Neighbourhood centre along the London Road; • undergrounding of existing overhead power lines • delivery of one of two gypsy and traveller sites required for the town • the delivery of Education facilities; • allocation of land for meanwhile uses • identification of suitable uses for mixed use areas 	<p>As a result of the evidence, the masterplan seeks to provide infrastructure within locations where they are the most accessible. In this instance the education facilities should sit centrally within this parcel to serve the greatest number of pupils. Together with good access and permeability to a potential location for a second Cranbrook Station and the provision of a Local Centre where it is likely to receive the greatest degree of footfall, these elements combine to help achieve a sustainable, healthy and accessible town.</p> <p>It also makes provision for delivery of one of the two gypsy and traveller sites required at the town. Such provision/locations allows appropriate access to the wider strategic road network for occupiers of the site but also good integration with the settled community.</p> <p>Undergrounding of the electric cable in accordance with the report prepared by BTS helps to maximise the development of available land and improve the ability of community development by removing a dividing corridor and develop land of lower landscape impact all in accordance with National guidance</p>	<p>Gingko Report; BTS report; EHRC report; Space syntax UDC and UDC2; HAWS; HDA report;</p>	
2.3	Grange (south eastern Area)	<p>Within the south eastern expansion area, provision will be made for mixed use development and the infrastructure as set out within the masterplan; specifically including:</p> <ul style="list-style-type: none"> • delivery of a Neighbourhood centre along the London Road; • undergrounding of existing electric cables; 	<p>As a result of the evidence, the masterplan seeks to provide infrastructure within locations where they the most accessible.</p> <p>Undergrounding of the electric cable in accordance with the report prepared by BTS helps to maximise the development of available land and improve the ability of community development by removing a dividing corridor</p>	<p>Gingko Report; BTS report; Space syntax; UDC and UDC2; HAWS; HDA report;</p>	

			<ul style="list-style-type: none"> • allocation of land for meanwhile uses • identification of suitable uses for mixed use areas 	and develop land of lower landscape impact all in accordance with National guidance	
2.4		Town Centre	<p>To ensure the delivery of an economically successful town centre and one that meets its aspirations as being the focus of a healthy New Town, policy will support and make provision for the delivery of:</p> <ul style="list-style-type: none"> • a health & wellbeing campus (including primary medical centre and children’s centre); • the safeguarding of land for a future leisure centre; • Town Council Offices; • Extra care housing; • Transformer station for the roll out of District Heating to the expansion areas; • allocation of land for meanwhile uses; <p>as well as setting out a list of uses that will be supported.</p>	The Town centre will form a focus for the town and should underpin its aims and ethos as being a sustainable place that is healthy vibrant and economically successful.	Gingko Report; Space syntax; CABE report; UDC and UDC2; HAWS;
2.5		Gypsy and Traveller Allocation	Provision of two gypsy and traveller sites and their delivery in accordance with adopted SPD	<p>Strategy 12 of the Local Plan sets out the requirements for Gypsy and Traveller provision but at the time of the Local Plan preparation did not seek to identify specific locations. Together with the area policies, this policy provides specifically for the identified need and seeks to allocate sites within the plan area requiring their appropriate development.</p> <p>The East Devon Gypsy and Traveller Site Design and Layout SPD recognises Government research which sets</p>	EHRC report;

				out that larger sites should not exceed 15 pitches to help improve integration. This justifies Cranbrook's allocation of up to 30 pitches being split between 2 sites.	
2.6		Education Land	Allocation of 1.6ha of land adjacent to the existing Education Campus	This land is required to meet the identified Education needs arising from the development of the town	DCC Education; 106 Infrastructure report
3.1.1	Strategic Infrastructure	Rail	Provision of a passing loop on the railway line to enable enhanced train services	The train line on which Cranbrook lies is in this location only a single track with a resulting hourly service linking with Exeter St Davids and London Waterloo. As an important commuting line the report from UES recognises that to increase frequency a passing loop is required and therefore it is important that Policy makes provision for the delivery of this element of infrastructure	UES
3.1.2			Support the provision of a second platform and overbridge at the existing railway station	A second platform with overbridge would, in conjunction with a passing loop allow for a significant increase in capacity at the station. Improved frequency would help to improve the sustainable credentials of the town and allow the modal shift that is being sought by the County Council in their concerns about local road capacity.	UES
3.1.3			Safeguard land for the delivery of a second railway station	Within the UES report it is also recognised that the current station is at the head of a cul de sac with only limited connection to the main town. To improve connectivity with the rest of the town including the eastern expansion area it is appropriate to safeguard land in the east where feasibility studies have indicated that a second station could be delivered	UES
3.2.1		Bus	High quality bus services to the town, linking it with surrounding area and services	The provision of a range of interconnecting public transport services is essential to the delivery of a sustainable new town. Work by UES highlights both the existing shortcomings of the existing services which remain under review but also the need to deliver improved services for the greater level of population that will result from the planned development.	UES; UDC and UDC2; HAWS;

3.3.1	London Road Improvements	Requirement for a dedicated London Road Strategy which shall coordinate access for each expansion area	London Road forms the single most important connection serving both the existing town and all expansion areas. Road widths, junction design and movement along and across the road are fundamental to the success of an integrated and balanced community.	Space Syntax; MfS 1 & 2;
3.4.1	Exeter International Airport	Development within the currently identified airport safeguarding area will <ul style="list-style-type: none"> • need to be assessed for potential interference with the Navigational Aids system that is currently in operation and/or • need to support the provision of a renewed system to reduce the degree of likely impact on airport safety and facilitate the delivery of development 	There is little or no capacity within the existing Navigation Aids systems at Exeter Airport against which further development is likely to increase potential interference. There is a need to address this through modelling of individual developments in the short term and update the system as soon as possible to significantly reduce the potential for airport safeguarding acting to restrict future development at the Town and surrounding area.	Consultation response to planning applications from Exeter Airport;
3.5.1	Energy	Safeguard/Allocate land for the expansion of the district heating Energy Centre	To continue to develop the roll out of District Heating throughout the expansion area, land immediately adjacent to the existing Combined Heat and Power plant is needed –this is evidenced by E.On.	NPPF; NPPG
3.5.2		Provision of district heating throughout the development	To ensure that the expansion areas benefit district heating, it is necessary to set out the requirement for the infrastructure to be extended to allow future connections and also to ensure that future phases connect to the infrastructure that has been provided.	Heat Network strategies;
3.6.1	Community Development	A range of community infrastructure is required to support the delivery of the town including <ul style="list-style-type: none"> • Allocation of land for a place of worship, • Provision of emergency service facility 	There are a range of facilities that are needed to help ensure that a community functions and this is particularly important here recognising that Cranbrook is a Healthy New Town and one that aspires to high sustainability credentials. A range of evidence supports these requirements including the SLRC report (allotments)	SLRC report; HAWS;

			<ul style="list-style-type: none"> • Delivery of a compound suitable for street scene operations • Provision serviced allotments • Provision of an enhanced library facilities/service • Provision and delivery of community shared transport schemes e.g. car clubs and hire bikes 		
3.7.1		SANGS	Provision of on-site SANGS to mitigate the impact of development	It is recognised that without mitigation, development can have a significant and unacceptable effect on European designated sites. In this instance it is considered necessary that the SANGS (Suitable Alternative Natural Green Space) component of the mitigation is provided on site. The SANGS provision should be of a quality and type suitable to be used as mitigation for residential environments to reduce the recreational pressure on both the Exe estuary and Pebblebed Heaths.	Local Plan S10, S47; SEDEMS report;
4.1.1	<u>Development management Policies</u>	Movement and Transport	Development of, and adherence to a Travel Plan which should include the provision of a welcome pack and tablet with associated apps	Travel plans are recognised as a way of mitigating the negative transport impacts of development in order to promote sustainable development. The planning practice guidance considers that they are required for developments which generate significant amounts of movement. As part of the Healthy New Town designation by NHS England there is an opportunity to build a healthier place. This can be achieved by early and ongoing consideration of transport and means of travel by engaging with the community. In addition it has been recognised by Highways England that the Strategic road network will be at capacity as a result of this expansion and therefore it is important to seek more sustainable forms of travel to aide this capacity issue.	HAWS;
4.1.2			Electric car charging points for all residential dwellings and provision within public parking areas and within business car parks	Government announcement of intention to ban sale of new petrol/diesel only vehicles from 2040. Supports move to more sustainable methods to power motor vehicles in the interests of climate change.	NPPG; UK Plan for Tackling Roadside Nitrogen

					Dioxide Concentrations
4.1.3			Provision of adequate secure cycle storage both in public areas and for dwellings without garaging.	Safe secure and where appropriate covered cycle storage is required to promote the use of cycling as a viable means transport around the town. This helps to underpin the concept of sustainable development and a happy healthy town	HAWS;
4.1.4			Support the delivery of a fuel station at an appropriate location within the town	A site for a multi fuel station that facilitates the mobility of future residents remains important as part of the wider movement strategy. However recognising the changes to technology and the governments announced intention to restrict the sale of new petrol/diesel engines by 2040, such a facility would need to include or have the capacity to include a variety of fuels.	NPPG
4.2.1		Economy & Enterprise	Secure sufficient ducting to provide fibre optic broadband connections to all premises and future proof development in this respect	As part of the servicing of plots, ducting shall be provided to facilitate the delivery of fibre optic broadband. This is identified as requirement of delivering a sustainable and economically resilient community	NPPF
4.2.2			Through the siting of appropriately designed apparatus, facilitate the delivery of wi-fi hotspots and improved mobile phone coverage for the town	Currently the level of connection across the Town is patchy. This undermines the economic and social functioning of the existing town and is a matter that should be addressed for the expansion areas – with a large critical mass of population the incentive for external investment is considered more likely.	Coffey Comms report;
4.2.3			Business space and the Business Ladder linked to flexible employment space & business support	Evidence suggests that the local need for employment provision lies in the delivery of small serviced start up units. As indicated in the Business ladder diagram the development and growth of small start-up businesses facilitates the future growth of the wider economy and is a key component in delivering the successful sustainable and economically resilient new community	EDVSA; Economic Development Strategy;
4.3.1		Green Infrastructure & Ecology	Provision of meaningful and well distributed spaces	To fulfil both the role as a Healthy new town and in delivering a town with identity and character it is important that meaningful and well distributed green	BFL12; Making Places; Biodiversity in Planning;

			spaces are provided. Such spaces bring relief to built form and allow an area of informal recreation and exercise.	HAWS;
4.3.2		Production of a Landscape, Biodiversity and Drainage Strategy for each of the four allocated development areas before the first determination of an application within that area	The current LBDS has proved a useful tool in coordinating these components and seeking to ensure that a well-integrated strategy is provide for each sub phase. It is considered appropriate that this requirement is extended into the expansion phases which this policy would require. It is expected that within the new LBDS bird and bat boxes would be integrated into every dwelling (in accordance with new draft BS - <i>Biodiversity and the built environment: Specification for the Design and Installation of Bird Boxes</i>).	Biodiversity in Planning; HAWS;
4.4.1	Design	Production of a design code for each of the four allocated development areas before the first determination of a detailed or Reserved Matters application within that area. This shall specifically set out how a range of housing typologies will be provided for which are appropriate to their local context and demonstrate how their role together with features including public squares and spaces aides place making.	Place making is an inherent and important strand of the NPPF and practice guidance and requires the consideration of design at an early stage in the development process – this allows certainty for developers and aides the delivery of development. To fulfil the aims of the delivery of a Healthy New Town which is a sustainable vibrant and economically resilient community, a high quality design approach is required. It is considered important that typologies are used as means of helping to shape future spaces and places and through this consideration a range of character areas can be achieved.	Housing density study; Making Places; BFL12; UDC and UDC2; HAWS; Sustrans Design Manual Ch7;
4.4.2		Housing schemes should be designed with a layout <ul style="list-style-type: none"> to maximise the use of passive solar design provides adequate outside and or garden size proportionate to the size of the dwelling 	The incorporation of low technology solutions is a good way of improving the sustainable credentials of the development without adding significantly to the cost. Outside space is important for the wellbeing of occupiers and helps to deliver a healthy town	BFL; NPPG; HAWS;
4.4.3		Requirement for phasing plans to support applications for each of the four allocated areas	It is important that development within each of the four areas is phased to deliver the houses in step with other vital infrastructure. Phasing plans will assist with achieving this.	NPPF

4.4.4			Assessment of schemes against the criteria identified in Building for Life 12	Building for Life 12 and the criteria set out within the document represents a recognisable and clearly defined method for assessing development proposals that allow for certainty for all – developers, the Local Authority and interest community groups and individuals. The criteria represent a useful tool which is recognised as bringing benefits to the place making agenda which is necessary if Cranbrook is to fulfil its potential as a sustainable Healthy New Town.	BFL12; NPPG
4.4.5			Development of adaptable buildings and spaces that could be used for alternative uses	Developing the concept of meanwhile uses identified within the allocations policy, this policy seeks to allow for flexibility and adaptability within buildings and spaces that come forward within individual sub phases. It recognises that the longevity of a place results from buildings and spaces being adaptable allowing future community needs and wishes to be fulfilled.	BFL12; NPPG
4.4.6			Provision of refuse storage facilities that meet the needs of the household	The trend Nationally and one that has also been developed locally is for a varied waste and recycling collection service. Storage of such material takes space and it is therefore important that suitable provision for such storage is designed into the developments. While policy H3 of the Local Plan requires such details for flat conversion it is now considered necessary to widen this for new build housing.	BFL12; DCC Waste Plan
4.4.7			Minimum parking space sizes	While the local plan under Policy TC9 identifies that 2 spaces as a guide are required for dwellings with 2 or more bedrooms, it stops short of specifying size requirements. This is considered necessary in this instance to ensure that spaces that are delivered can remain available for the identified purpose, and allow cars to be parked in the spaces, doors opened, and where appropriate pedestrian movement to pass the parked car.	BFL12;

List of Referenced Documents

Bickerdike Allen Partners (2016) EDDC Development management and Environmental Health Joint Airport Noise Study – Updated Noise Impact Assessment, Exeter International Airport Parts 1 and 2 (Final)

Birkbeck and Kruczkowski (2015) Building for Life 12 – The sign of a good place to live [BFL12]

British Standard 42020 (2013) Biodiversity in Planning and development

BTS (2017) Strategy Report relating to Overhead Lines at Cranbrook Expansion Site East

CABE (2004) Design Reviewed – Town Centre Retail

CIHT (2010) Manual for Streets 2 – Wider application of the Principles [MFS2]

Coffey Comms (2015) A report analysing the mobile phone reception around the east Devon development area

Department for Communities and Local Government (2015), Planning Policy for Traveller Sites

Department for Communities and Local Government (2017) Planning practice guidance

Department for Communities and Local Government (2012) National Planning Policy Framework

DEFRA and Department for Transport (2017) The UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations

Devon County Council (2013) Education Section 106 Infrastructure Approach

Department for Transport (DfT) (2007) Manual for Streets [MfS]

East Devon District Council (2016), East Devon Local Plan 2013 – 2031 (Adopted 28 January 2016)

East Devon District Council (2017), East Devon Gypsy and Traveller Site Design and Layout SPD (Adopted 22 February 2017)

East Devon District Council - Cranbrook Economic Development Strategy

EDVSA (2015) Our Place operational Plan

Equality and Human Rights Commission (EHRC) (2009) Gypsies and Travellers: simple solutions for living together

Gingko (2016) Cranbrook in Common, A cultural Development Strategy 2016-2026

Great Places Housing Group (2015) Making places – the Quality Design Guide

HDA (2017) Cranbrook – Landscape and Visual Appraisal (pending receipt of final report – due by 3rd November 2017)

Lash D And Norton A (2016) Heat Network Strategies for the East Of Exeter

Llewelyn Davies (2000) Urban Design Compendium

MLA (2012) Housing Density Study on Behalf of the Greater London Authority

Northern, Eastern, and Western Devon Clinical Commissioning Group (2016) Cranbrook – a healthy new town: health and wellbeing strategy 2016 – 2028 [HAWS]

Roger Evans Associates (2007) Urban Design Compendium 2 – Delivering Quality Places

Footprint Ecology (2014) south east Devon European Site Mitigation Strategy [SEDEMS]

Space Syntax (2017) Cranbrook New Town – Masterplan option testing

Sustrans (2015) Design Manual Chapter 7 – Junctions and crossings – cycle friendly design (draft)

A) Green Noise shouldn't be a consideration for development suitability.

B) Yellow Ensure adequate noise mitigation is provided for in the design and planning as well as in the implementation of any developments

C) Orange normally oppose but, if minded to permit the development, noise mitigation measures should be provided for in the design and demonstrated by post testing as having achieved their aim.

D) Red normally oppose any development of a noise sensitive nature.

