



## **The Cranbrook Plan DPD - Health Impact Assessment**

### **Section 1.**

Date: February 2019

Author of health impact assessment: East Devon District Council Officers

#### **Summary of the Proposal**

Proposed expansion of Cranbrook new town from approximately 3500 dwellings to 7750 dwellings. The development is to be guided by a detailed Development Plan Document (DPD) for Cranbrook, known as The Cranbrook Plan which will inform and set the standard for the development. A suite of evidence informs the Plan and includes a masterplan. These evidence documents have been turned to in order to produce this document.

The Plan for the expansion of Cranbrook proposes development to the west of Cranbrook Phase 1 (referred to in this document as 'Blue Hayes'); to the south of London Road, north of Exeter Airport (referred to as 'Treasbeare'), to the east of Cranbrook Phase 1 (referred to as 'Cobdens'); and to the south of London Road at the eastern end of the town, (referred to as 'Grange'). The Plan aims to establish a compact urban form where neighbourhood centres and facilities are within a short walk of the majority of homes.

Key destinations shall include neighbourhood centres, employment areas, parks and schools, rail station/s and bus stops. Pedestrian and cycle routes to these destinations shall be attractive and highly legible. The masterplan accommodates around 4,170 new homes in the proposed extensions to Cranbrook, two primary schools, two/three neighbourhood centres, employment land, two gypsy and traveller sites and open space.

### **Section 2.**

There are 6 themes in this assessment: Community Inclusion, Healthy Neighbourhoods, Active Lifestyles, Reducing Environmental Impacts on Health, Safety and Wellbeing, and New and Converted Housing Provision.

<b>2.1 Community Inclusion</b>		<b>Y</b>	<b>N</b>	<b>Evidence, Design and Mitigation</b>
2.1.1	Will the proposals create mixed communities with a variety of tenures and uses?	Y		<p>The Plan accommodates around 4,170 new homes in the proposed extensions to Cranbrook. Expected to be included in the proposals are a range of house types, including 1 bed apartments and 2, 3 and 4 bed houses in detached, semi-detached and terraced forms. The size and tenure of properties is required to be varied to create a mixed and balanced community as per policy CB16 of the proposed Plan. The affordable housing requirement is for 15% affordable housing as set out within policy CB11. Affordable housing tenure is sought as 70% social and affordable rented accommodation and 30% intermediate or other affordable tenure. In addition, the Cranbrook Plan proposes not less than 4% of housing to be made available as plots for custom and self-build, which will further diversify the accommodation offer.</p> <p>Non-residential elements include mixed use areas including neighbourhood centres, community buildings and a range of business spaces or premises, formal open space recreational land, amenity open space, formal play space with facilities for children and youth, allotments, early years, primary, secondary and special needs education, sports pitches and associated facilities, leisure centre, employment land, services pitches for gypsies and travellers, and areas of land suitable to accommodate a place of worship and parsonage.</p> <p>To bring these elements together to ensure mixed communities with a variety of tenures and uses, policy CB7 of the Plan will require developers to provide phasing strategies to demonstrate how social, community and physical facilities and infrastructure as well as employment land and premises will be delivered alongside or ahead of new housing.</p>

2.1.2	Will the proposals prevent community severance (e.g. new road or developments dividing a community in two)?	Y	<p>Yes. The development is intended to be linked throughout by a connected grid of access routes providing a high level of permeability for pedestrians and cyclists, particularly around neighbourhood centres and schools. The roads would link the different housing development parcels of land and different uses within the town. In addition policies CB2 – CB5 (inclusive) require connections between parcels to be taken up to the boundary with the neighbouring development parcels to ensure connectivity throughout. The roads would be designed so that traffic volumes and speed would not inhibit access to goods, services or people, and areas well integrated to promote journeys on foot, facilitating people’s mobility and preventing physical and psychological severance. The main local routes would serve the residential elements of the town with public transport links easily accessible throughout. These principles will be secured through compliance with the policies in the Plan, including policies CB1 Health and Wellbeing at Cranbrook and CB16 relating to design codes and place making. Demonstration of how these linked networks can be achieved can be seen in the Master plan for the expansion of Cranbrook.</p> <p>The network of routes will feed strategic cycle routes along London Road and on primary streets with connections to the railway station, Skypark and Exeter beyond. The movement strategy identifies the continuation of the local bus service which joins the rail station and Exeter City Centre. The Plan also safeguards land for a potential second railway station as well as land for the improvement of the existing railway station.</p> <p>Most residential areas would be within a 10 minute walk (800m) of a neighbourhood centre.</p>
2.1.3	Do the proposals facilitate community integration i.e. land uses which encourage social interaction?	Y	<p>Yes. The Cranbrook Plan would provide the detailed policy to guide, inform and set the standard for development within the town including uses which encourage social interaction. Cranbrook is also part of the NHS England Healthy New Towns programme and the Exeter and Cranbrook Sport England Local Delivery Pilot. Policies CB2 - CB5 of the plan allocate the main areas for development and provide for community buildings, two primary schools, neighbourhood centres, mixed uses, employment sites, public open space, play space with facilities and equipment for children and youth, sports facilities and allotments, along with suitable land to accommodate</p>

			<p>places of worship within the town. The masterplan which sets out how these can be distributed aims to establish a compact urban form where the neighbourhood centres and facilities are available nearby, within a short walk (800m /10minutes) of the majority of homes.</p> <p>The Plan supports an 'employment' culture of innovation and entrepreneurship at Cranbrook. The eastern and western neighbourhood centres shall be a focus for cultural and community activity complementing the town centre, which will have a stronger retail focus.</p> <p>The proposals facilitate community integration and social interaction by enabling and promoting the creation of and access to a variety of uses within the town, neighbourhood centres, and surrounding open spaces. The development proposals also promote further opportunities to access surrounding development areas.</p>
2.1.4	Do the proposals assess the capacity, location and accessibility of social infrastructure (e.g. schools, social care and community facilities)?	Y	<p>The proposal for the expansion of the town will provide an additional 1,050 primary school places with early years provision, a Special Education Needs (SEN) school and additional secondary school places. Devon County Council's (DCC) requirements are to provide two new primary schools, each with a community room to support multi-agency working. It is requested by DCC that the required school places are provided through a 420 place primary school at Blue Hayes or Treasbeare, a 630 place primary school at Cobdens and an SEN school adjacent to the Cobdens primary school.</p> <p>The Policies Map accompanying the Plan makes provision for the two additional education campuses, locating one each in the Treasbeare and Cobdens expansion areas.</p> <p>Devon County Council as Local Education Authority (LEA) has seen a significant increase in need for Special Education provision in recent years due to a number of factors including demographic change, migration into the County and increasingly more complex needs (Devon Infrastructure Plan (revised) 2016-2033). Devon's special needs schools are currently at/nearing capacity with limited options to expand existing sites, nor are they geographically well placed to Cranbrook. The proposals for Cranbrook are committed to ensuring that each child will attend a</p>

			<p>setting that meets their education and social needs within access/reach of their local school and community. The Cranbrook Plan allocates an area of at least 1.2 hectares to provide a 50 pupil place Special Educational needs school.</p> <p>Public transport services will provide access to further education places available in Exeter and the surrounding area. Although there may be scope in the future for services to be delivered in the town, no allocations for these uses is made at present.</p> <p>Existing school provision in the town includes St Martins Primary School and Cranbrook Education Campus accessible by foot, cycling, bus and train. Nearby schools include Rockbeare Primary School, Whimble Primary School, Broadclyst Primary Academy and West Clyst Community Primary School, and Clyst Vale Community College. The closest of these schools at Rockbeare would be accessible on foot and by cycling from residents of the Cobdens and Grange expansion areas and the others by bus or by train.</p> <p>Existing health facilities at Cranbrook include the GP practice and the existing shared community facilities which enable opportunities for residents to socialise, connect and share experiences. One of the main principles that has been embedded in the preparation of the plan which allows for the expansion of Cranbrook includes developing a new model of care. In part this is achieved through the promotion of health and wellbeing through the physical infrastructure which will be able to promote integration of services within it, for example primary care integrated with and co-located with other health and wellbeing services such as the children's centre and leisure facilities. Land and buildings will be made available for a health and wellbeing campus, and in conjunction with the proposed leisure centre, this would provide opportunity for many health promotional activities with a focus on connecting health and wellness.</p> <p>The Plan makes provision for flexible spaces which in conjunction with the NHS could provide space for medical treatment, doctors, nurses and healthcare science posts, as well as jobs in allied health professions like dentistry and other support roles, and social care facilities for</p>
--	--	--	---

			children, young people, adults, families and older adults where a need is identified.
2.1.5	Will the proposals address increased demand for and access to healthcare services?	Y	<p>Cranbrook is set to become of a sufficiently significant size that new healthcare facilities are likely to be needed and would be deliverable. Cranbrook is part of the NHS Healthy New Towns programme and through partnership working with the NHS there will be a primary care facility within the town. As the town develops, the proposals aim to, test and assess the needs for health care services to ensure healthcare services are deliverable at an appropriate scale.</p> <p>Policy CB22 makes provision for land and buildings for a health and wellbeing campus within the town centre (including part funding) of the construction costs. Already secured under the existing section 106 for Phase 1 is land for a police station and the current expectation is that this will become a co-located blue light services building and that Phase 2 will further provide the additional resources to for construction to provide a two bay fire and rescue service facility, police office and ambulatory parking. There is already a GP surgery within the town and provision is made for mixed use buildings which will enable further care facilities to establish as the demand dictates.</p> <p>Cranbrook is to be developed as a Healthy New town with facilities and recreational space to enable healthy lifestyle choices and social interaction. This will include the country park, sports pitches, leisure centre and swimming pool. The proposals for Cranbrook seek development that will create a balanced community in accordance with Strategies 3 and 4 of the East Devon Local Plan and CB1 of the Cranbrook Plan, and ensure that better health outcomes are realised for all..</p>
2.1.6	Do the proposals allow people with mobility problems or a disability to access buildings and places?		<p>Policies within the Cranbrook Plan and further evidenced within the accompanying masterplan take a broad approach to inclusive design, addressing movement though public areas and a legible layout. The aim is to ensure that the spaces can be used by everyone, regardless of age, gender or disability.</p> <p>In addition to creating more inclusive environments, which can be used by all, there is a specific legal requirement to consider the needs of disabled people under the terms of disability</p>

			<p>discrimination legislation. Under the Equality Act 2010, public bodies, including local authorities, have a duty to actively promote disability equality. The promotion of inclusive design should be seen as an important part of meeting this duty.</p> <p>The existing public areas, walkways and public buildings are accessible via public footpaths, dropped curbs with crossing points and paths with consolidated surfaces. This includes the paths in the country park which provide for accessible routes to all with levels and gradients suitable for wheelchairs and pushchairs. Currently there are raised crossings and regular height kerbs denoting the pavement and the road edge.</p> <p>Inclusive design would not just be specific to layout but also to the buildings within Cranbrook. The principles for ensuring a healthy new town will be to ensure that the infrastructure is planned so that accessible buildings include accessible links to the surrounding places and the wider built environment</p> <p>Public areas will be designed to ensure priority for pedestrians reducing the need for the car whilst still ensuring connectivity of the town as a whole, the town centre, neighbourhood shops and local businesses, generally improving safety and inclusiveness.</p> <p>There are existing requirements for a public toilet within the town centre as part of the Section 106 which accompanies Cranbrook Phase 1. It is currently being explored whether as part of this offer a changing places toilet can be included although this requirement does not directly stem from Policy CB22. Such provision would be particularly beneficial as it would mean that a disabled person could visit this facility with up to two carers and would be suitable for disabled adults to use who required a changing bed. Currently the closest accessible toilet of this kind is in Exeter, Princesshay Shopping Centre, IKEA Exeter and Exeter Moto Services.</p>
2.1.7	Do the proposals provide and enhance access to the public transport network?	Y	<p>The strategic policies which direct the design for Cranbrook (through Policies CB2-5 inc, CB9 and CB10) aim to embed sustainable travel with high quality, high frequency public transport into the plan. This includes the provision of routes into Exeter City Centre via bus and railway, together with the provision of properly surfaced paths of suitable widths that encourage walking</p>

			<p>and cycling.</p> <p>Proposals seek to promote and enhance sustainable travel and integrate this with new development sites with established communities to increase travel choice. Such choice is derived from a comprehensive network and linked facilities which helps to improve accessibility throughout the area and to encourage walking and cycling to improve health and wellbeing. Bus stops are currently being located every 400 metres (approximately) along the Younghayes Road, Tillhouse Road and Court Royal. The network of routes will provide strategic cycle routes along the length of the London Road and on primary streets with connections to the railway station, Skypark and Exeter beyond. The footway along London Road will be improved.</p> <p>The Plan identifies land for a potential second railway station (under Policy CB10) as well as land for the improvement of the existing railway station. The overall intention is to improve rail services to at least a half hourly service. Either of these options would help to achieve this service alongside a passing loop, which is a section of additional track to enable trains to pass one another. Only one of these options will be achievable due to cost, but either will provide and enhance access to the public transport network.</p> <p>The proposals also continue to support a car share network already existing in Cranbrook. Communal shared parking will be provided for car clubs and bike hire including provision for electric cars and bikes. Co Cars currently operate within Cranbrook.</p>
2.1.8	Do the proposals address the needs of people who are car dependent?	Y	<p>The proposals respond to the requirements for road users. Although there is a design hierarchy headed by pedestrians and cyclists and public transport, it is understood that many people in Cranbrook currently rely on a car to get to their place of work because of distance; some people will also be unable to walk long distances.</p> <p>The proposed housing will be served by a mixture of on and off street parking (a mix of parking bays, garages and/or driveways). Residential parking is set within Policy CB21 of the plan and requires provision of an average of not less than 1.7 spaces per dwelling to an average of not less than 1.7 car parking spaces per dwelling. Of these it is required that not less than 30% shall</p>



			<p>be provided in parking bays adjacent to adoptable streets as unallocated parking. This approach is important in allowing future flexibility of space.</p> <p>As with Cranbrook Phase 1, Visitor parking bays will be distributed within the parcels and provided along the MLR route.</p> <p>Non-residential areas will feature parking to enable people to access facilities by car. For example proposals will include parking places outside local shops and community facilities.</p> <p>Proposals include a car share network to enable those without their own private vehicle to have access to a car while installation of EV charging provision (and importantly the necessary infrastructure) further ensure that electric cars will have adequate access to charging facilities either from or close to people's homes.</p>
2.1.9	Do the proposals provide access to local employment and training opportunities?	Y	<p>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 business development from within the town and secure Cranbrook's identity as an Enterprise Town. In particular it is expected that the town will attract small and start up external businesses 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>1</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, work opportunities, business growth 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</p>

<sup>1</sup> <http://eastdevon.gov.uk/media/2260179/Cranbrook-Economic-Development-Strategy.pdf>

			<p>the Cranbrook Business Ladder. This 'ladder' will help provide spaces and premises for business to start up in and then expand and grow into. The EDS proposes a package of business support to improve the success rates of small enterprises, and working with schools and colleges to offer relevant training opportunities for young people.</p> <p>As a new town, Cranbrook needs to provide opportunities for businesses to develop and experiment and it is recognised that not all businesses will ultimately be successful. However providing the spaces for business 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 from afresh and in a relatively short period of time, the development of traditional industries and location distributions has not occurred organically over centuries. The plan policies aim to ensure that a range of opportunities and locations for business growth are delivered through mixed use areas (set out within Policies CB2 – CB5 inclusive) and through the employment allocation of 4.9ha specifically in CB3 (Treasbeare). Within the mixed use areas flexibility is built into the plan where any proposals for ground floor residential development must also demonstrate adaptability of the dwellings to allow conversion to units that could be used for business and retail activities. 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> <p>As an evidence base supporting the plan, the requirements of the policies noted above and which address employment opportunities are spatially set out within the masterplan.</p> <p>As the town develops the master plan will ensure that there are employment opportunities within the town as space becomes available and businesses begin to grow. Further employment opportunities exist within the surrounding villages and towns. Exeter is located approximately 6.6miles from Cranbrook and is accessible by public transport from the town. Sky Park and</p>
--	--	--	--

			<p>Science Park also offer employment opportunities locally to Cranbrook.</p> <p>Cranbrook residents would be well located to access employment opportunities within the town and across East Devon and Exeter.</p> <p>There is currently limited access to training opportunities directly/locally within Cranbrook as proposals do not seek to secure adult training facilities related to employment. Through the provision of under 18s education within Cranbrook and the schools and facilities that would be built as a result, education opportunities would be enabled indirectly as it is likely that these buildings would also enable further education by a community education provider, in the form of part time adult courses, leisure courses and accredited courses which take place in college sites, schools, community centres and libraries across the district. This would be assessed as the needs are identified within Cranbrook.</p> <p>For education opportunities outside of Cranbrook town, the public transport links being developed within Cranbrook would enable access to access to college sites, such as Exeter college, but also the University, schools, community centres and libraries within Exeter and surrounding.</p>
2.1.10	Do the proposals provide accessible and diverse employment opportunities appropriate to the skill sets present in the local community?	Y	<p>The current population structure is unlike any other community in Devon, with a distinctly young population profile comprising:</p> <ul style="list-style-type: none"> <li>• High proportion of adults aged 25 to 34</li> <li>• Very high proportion of children aged under four</li> <li>• Above national average proportion of children aged between five and 14</li> <li>• Small proportion are aged 45 and over</li> <li>• Very few above retirement age.</li> </ul> <p>For the majority of residents travelling to work by car; Exeter is the main destination at this current time.</p> <p>Employment and retail provision have always been part of Cranbrook's proposals. For example,</p>

			<p>the 2008 Employment and Retail Strategy associated with the development proposed up to 12.1ha for a town centre combining uses including business space and retail space. It also considered that there may be opportunities for other uses such as hotel development, public houses and commercial leisure (health clubs for instance) in the new community but noted that experience from elsewhere suggested that demand for such facilities could be unpredictable. Since this strategy was published, there is now a public house in the town centre providing employment to local residents. It has become not just a public house, but an important community facility for the town.</p> <p>The Cranbrook Plan seeks to facilitate the delivery of employment within the town centre allocation comprising a total of 15 hectares (ha) within the consented area of the town. In addition the Plan also makes provision for a mix of uses including employment generating uses through the allocated employment and mixed uses areas of the four expansion zones (as set out within Policies CB2 – CB5 inclusive).</p> <p>The Economic Development Strategy for Cranbrook looks at factors that will build success and create a strong sense of place. It proposes that it should create a significant proportion of its own economic activity, keeping wealth in the town and providing services that the local community needs. The variety and mix of uses and employment land that shall be allocated across the town will enable accessible and diverse opportunities for all residents.</p> <p>Cranbrook also sits next to some major employment sites, Skypark and Exeter Science Park, where there are extensive employment opportunities for people across the Growth Point and beyond.</p> <p>The planned employment sites in East Devon’s West End (as set out by the Economic Development Strategy for Cranbrook) total 95.4ha. The rest of East Devon has an allocation of 42.33ha. Using the East Devon standards for jobs accommodated per hectare*, it is estimated that in the West End and SW Exeter approximately 18,250 jobs may be accommodated on these</p>
--	--	--	---

			<p>planned employment sites.</p> <p><i>*Report Setting Out Justification for Employment Provision in the Consultation Draft Local Plan. 2011. Report by EDCC, 2011</i></p>
2.1.11	Do the proposals provide support for business start-up, development and survival?	Y	<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 business development from within the town and secure Cranbrook's identity as an Enterprise Town. The town should attract external businesses 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) 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, work opportunities, business growth 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' which is recognised within the commentary to the Cranbrook Plan's objectives, will help provide flexible spaces and premises for business to start up in and then expand and grow into with the potential for example to introduce mezzanine floors into the various units. The EDS proposes a package of business support to improve the success rates of small enterprises, and working with schools and colleges to offer relevant training opportunities for young people.</p> <p>The location of the town, its mixed use areas, temporary uses within the town centre, and flexible</p>

			spaces will enable facilities to be established and supported at an early stage and be located in situations where they have the best possible chance of thriving.
2.1.12	Do the proposals provide child care facilities and other support services for working people?	Y	<p>The proposals under Policies CB3 and CB4, seek to provide child care facilities within the town within two primary schools to be provided. The Treasbeare Expansion Areas has been allocated a 420 place primary school with a 57 place facility for early year's provision in each while a further 630 place Primary school with early years provision, has been allocated in Cobdens.</p> <p>Proposals do not specifically require the provision of independent child care facilities or make specific requirements for developers or end users to provide flexible working arrangements or other support services for working people. However flexible working is on the rise and there is a legal right to request it, giving employees flexibility on where, when and the hours they work. It's traditionally been associated with the needs of parents and carers, but increasingly organisations are recognising the business benefits of a more flexible way of working and it is becoming more common practice.</p> <p>It is considered that the provision of employment space within the town, neighbourhood centres and flexible spaces and premises within the town would also enable a private nursery provider the premises and support to start up a new facility.</p>
2.1.13	Do the proposals provide opportunities for the voluntary and community sector?	Y	<p>The proposals and planning policies within the Cranbrook Plan provide opportunities for the voluntary and community sector by requiring the provision of flexible work/office/hall spaces that these groups and communities could then use. For example, the Younghayes Community Centre within phase 1 provides a range of public services, including the (temporary) Town Council offices, community hall, and (temporary) library. Action East Devon currently occupy office space within the building and Cranbrook community groups and other voluntary and community associations also use the hall space to meet.</p> <p>It is considered that there would be a variety of flexible spaces within the allocated expansion areas for voluntary and community groups to utilise.</p>

				There are no proposals to provide funding for a community development worker via a legal agreement, however models that are not reliant on developer funding for the long term are currently being explored.
--	--	--	--	--

<b>2.2 Healthy Neighbourhoods</b>		<b>Y</b>	<b>N</b>	<b>Evidence, Design and Mitigation</b>
2.2.1	Do the proposals facilitate the supply of healthy food?	Y		<p>The proposals for Cranbrook will ensure a variety of house types, the majority of which will have private rear gardens that could provide opportunities for residents to grow food if they so wish.</p> <p>The plan supports and encourages local food growing by seeking provision of new allotments under Policy CB26 and/or community food growing sites. The individual policies in the plan for the four expansion areas of Cranbrook each identify land areas for use as allotments.</p> <p>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.</p>
2.2.2	Do the proposals include measures to avoid the local food supply being monopolised by a single provider?		N	<p>Not specifically, however the section 106 legal agreement for Phase 1 stipulates the size of the Supermarket to be provided within the Town Centre which is limited to no more than 3,500m<sup>2</sup> gross retail floor space of which no less than 70% of the net retail area shall be used for the sale and display of food and groceries (i.e. no more than 30% shall be used for the sale and display of durable goods). This limits the opportunities for a single provider to monopolise the market.</p> <p>The Plan proposals for the expansion area, includes three neighbourhood centres where it is expected that there will be neighbourhood scale food stores that will service these areas.</p>

2.2.3	Do the proposals avoid an over-concentration of hot food takeaways in the local area, in particular along school routes?	Y	<p>The Plan through polices CB2 – CB5 inclusive together with CB22 look to ensure that takeaways/restaurants are limited to no more than 1 restaurants or takeaways for every 3 l units which fall within another A class use reflecting Environmental Heath’s recommendation based around the proportions for 2 restaurants/takeaways for every 6 retail units</p> <p>Environmental Health have referred to the document ‘Obesity and the Environment: Regulating the Growth of Fast Food Outlets’, November 2013 produced by Public Health England and the LGA when considering the number of takeaway units within the existing neighbourhood centre within Cranbrook. The Public Health England (PHE) document refers to the explicit recognition of the Government that ‘health considerations are an important part of planning policy’ and that local authorities should reduce the proximity of fast food outlets to schools, leisure centres and other places where children gather. The document places particular concern on hot food takeaways.</p>
-------	--	---	---

<b>2.3 Active Lifestyles</b>		<b>Y</b>	<b>N</b>	<b>Evidence, Design and Mitigation</b>
2.3.1	Do the proposals provide, retain and enhance open and natural spaces?	Y		<p>The plan policies seeks to provide open space, play areas and links to the country park areas within and throughout Cranbrook in accordance with the evidence contained within the Sports Leisure and Recreation reports (including 2017 update) . As part of the mitigation required under the Habitat Regulations, the proposals also incorporate 78 ha of Suitable Alternative Natural Green Space (SANGS), retaining and making accessible existing park land and countryside areas.</p>
2.3.2	Do the proposals include opportunities for active play and exercise?			<p>The policies in the plan ensure that residents have access to indoor and outdoor facilities to enable active play and exercise. Access to open spaces and play areas will be supported by a network of cycle and pedestrian routes.</p> <p>The Sports, Leisure and Recreation at Cranbrook report (SLRC report) sets out the evidence base for sports, leisure and recreation facilities to serve the population of Cranbrook. This</p>



			<p>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 the plan not only require, but set out the quantity, quality and accessibility requirements for different types of facilities at Cranbrook and include formal open space, amenity open space, formal open space recreational land, formal play space for children and youth, land for allotments, and land for a sports hub to provide senior and junior rugby pitches, senior and junior football pitches, all weather pitch, and tennis courts.</p> <p>The plan requires a variety of soft and hard landscaped places are provided which will act as platforms for a multitude of activities.</p>
2.3.3	Do the proposals provide links into open and natural spaces for all community groups?	Y	<p>The plan proposals and policies ensure that access to open spaces and play areas will be supported by a network of cycle and pedestrian routes on hard surfaces pathways suitable for all community groups including pushchairs and wheelchairs. Footpath and cycle links will be provided through the open and natural spaces away from the road, but also with connections to the town and through the residential areas. The paths will adjoin the existing footways/cycleways along London road which will be upgraded to provide further links to Exeter and surrounding villages.</p> <p>As currently seen in the existing country park, picnic areas will be provided where people will be able to stop and meet and where a number social activities can take place.</p>
2.3.4	Do the proposals include wheelchair and pushchair access to open spaces?	Y	<p>Open spaces, parks, play areas, natural spaces and sports fields would be accessible by wheelchair or with a push chair. Existing public footpaths and routes through the country park are generally flat, consolidated and graded to ensure that these networks are accessible to all and the Cranbrook Plan working principles ensure that these requirements remain.</p>
2.3.5	Will nearby employment	Y	<p>The proposals ensure that infrastructure improvements are made to the rail, bus, pedestrian and</p>

	opportunities be accessible by public transport, and walking or cycling routes?		<p>cycle network. London Road (B3174) will become a route “in” Cranbrook rather than a route around or through Cranbrook as proposals for development and changes of the use of the London road frontage for commercial and retail uses come forward. New development in the Treasbeare expansion area will be linked to the Bluehayes expansion area and similarly the Grange expansion area to the Cobdens expansions area ensuring links to neighbourhood centres and public transport links.</p> <p>Nearby Skypark and Science Park would be accessible to pedestrians and cyclists with the intention of new linking routes (that avoid the B3174) but also by bus.</p> <p>It is acknowledged that residents may still use their car to drive to these areas and into Exeter, however the plan policies seek to ensure that alternative options are made attractive and accessible to future residents. This includes the safeguarding of land for a second station where this 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.</p> <p>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 Community Infrastructure Levy Regulation 123 list. It is therefore an objective that is widely supported although there remains alternative options concerning the best and most cost effective way of delivering this.</p> <p>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.</p>
2.3.6	Do the proposals reduce the need to travel	Y	The Devon & Torbay Local Transport Plan (LTP)* has a vision of the transport system helping to

	especially by car?		<p>deliver a low carbon future and a healthy population living in an attractive environment.</p> <p>The plan policies (CB7 Public Transport Enhancement) support the drive towards reducing reliance on the private car and acknowledge that 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.</p> <p>The Cranbrook plan ensures that development will be located close to shops, schools, community buildings and a range and mix of business spaces or premises which is likely to reduce the need to travel by car.</p> <p><a href="https://new.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/devon-and-torbay-local-transport-plan-3-2011-2026/">*https://new.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/devon-and-torbay-local-transport-plan-3-2011-2026/</a></p>
2.3.7	Do the proposals encourage walking away from the main traffic routes?	Y	<p>The policies in the plan (in particular Policy CB16) seek to ensure that development proposals create an attractive and legible built and natural environment that links into its surroundings. The plan requires well-designed streets and spaces with pedestrian route connectivity throughout which will encourage walking away from the main traffic routes. An important measure of success of this 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.</p> <p>Pavements and footways will be required to meet the relevant requirements of the manual for streets.</p> <p>The Council will require all developers and applicants to demonstrate how proposals meet the objectives of the policy in order to embed positive health and wellbeing outcomes in the planning process.</p>
2.3.8	Do the proposals prioritise and encourage cycling away from major or busy	Y	<p>One of the objectives of the Cranbrook Plan is to provide an excellent network of safe walking and cycling routes in and around Cranbrook. How people get around and how the development is connected into the surrounding area are major influences on how the place works and what it</p>

	roads?		<p>feels like. The policies seek to ensure that development proposals have excellent movement and legibility within the area parcels. Development proposals would be connected by a network of dedicated footways and cycleways, shared pedestrian/cycleways on both sides of the MLR routes, along with street pedestrian/cycling opportunities and further dedicated pedestrian/cycle only links through the development and surrounding green spaces.</p> <p>Policy CB19 seeks to ensure that coordinated and sustainable means of travel are available for future residents and employees living and working in the town. Vehicles and parking/docking spaces for shared cars and shared/rented electric bicycles will be provided throughout Cranbrook to support multi-modal travel. 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 in the identified areas as set out in the plan.</p> <p>Policy CB 21 of the plan also requires that bicycle parking will be required throughout the development and that such provision must be conveniently sited, accessible and easy to use, safe and secure; and covered.</p> <p>The policy also requires that 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.</p> <p>All destinations that will attract regular visitors including the town centre and facilities within it and employment facilities will need to have dedicated cycle parking provision of a scale appropriate to the use and location.</p>
--	--------	--	---

2.4 Reducing Environmental Impacts on Health		Y	N	Evidence, Design and Mitigation
2.4.1	Will the proposals minimise waste and the use of new materials?	Y		<p>The Cranbrook Plan policies, in conjunction with the Devon Council Waste Plan, seek to achieve a reduction in waste generated through the development.</p> <p>The policies in the Devon Waste Plan requires that planning applications for major development must include a waste audit statement demonstrating how the demolition, construction and operational phases of development will minimise the generation of waste and provide for the management of waste in accordance with the waste hierarchy. It is a requirement for the waste audit to include the types and quantities of waste that will be generated, along with details of the segregation of waster to enable their separate reuse, recycling or recovery, along with methods for limiting the generation of waste.</p> <p>Where waste is unavoidably produced, the waste hierarchy gives preference to the reuse of the waste wherever possible. For waste that is not capable of reuse, the waste hierarchy requires that it is recycled or, in the case of organic waste, composted, before other options lower in the hierarchy are considered. In the Waste Plan, the term ‘recycling’ is taken to include not only the recycling process itself, but also the separation of mixed waste into different types of recyclable materials, and its bulking up and transfer for recycling elsewhere.</p> <p>The Cranbrook plan also seeks to reduce carbon across the development and requires that development at Cranbrook is designed, constructed and performs to the highest practicable and viable whole life sustainability standards possible. The policy requires that developments submit for approval a Carbon Reduction Plan that sets out how the development will deliver carbon savings contributing towards the overall plan vision to “deliver a truly <u>zero carbon</u> new town” in line with the Energy Hierarchy. Developments at Cranbrook will need to demonstrate that they minimise the need to travel, minimise energy demand and carbon emissions, and maximise the proportion of energy from renewable or low carbon sources.</p>

			<p>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. At present the network is gas fired. Going forward, investigations to move the expanded network onto a more sustainable fuel source are being explored.</p> <p>There is no provision or requirement for land to be made available for communal recycling facilities as East Devon District Council operate a comprehensive kerb side collection service. This actively encourages recycling and is currently achieved through the provision of a green box, blue bin and green sack for weekly collection of glass, metal, cardboard, plastics, small electrical items, textiles and food waste.</p> <p>Residents may also find alternative ways to reuse or recycle some items such as donating to a charity shop. Cranbrook currently has one charity shop (Barnardos) within the Younghayes neighbourhood centre opposite St Martins School, and further shops would be supported within the development.</p> <p><a href="#">Devon Waste Plan 2011-2031</a></p> <p><a href="#">Ofgem: Our strategy for regulating the future energy system</a>  <a href="https://www.ofgem.gov.uk/system/files/docs/2017/08/our_strategy_for_regulating_the_future_en">https://www.ofgem.gov.uk/system/files/docs/2017/08/our_strategy_for_regulating_the_future_en</a></p>
--	--	--	---

			<a href="#">ergy_system.pdf</a>
2.4.2	Will dust, noise, smoke, light and odours during building works be controlled in accordance with the Council's Construction Sites Code of Practice?	Y	It is a requirement that development works are carried out in accordance with the EDDC Construction Code of Practice. Construction Environment Management Plans (CEMP) are also required for each development site and these documents are informed by the Councils Construction Code of Practice. This will remain a requirement of the Council for any development proposals going forward, within the masterplan area and wider East Devon District.
2.4.3	Do the proposals create an attractive business location that encourages investment (e.g. good infrastructure, clean and pleasant environment)?	Y	<p>The town centre of Cranbrook will be a focal point for commercial, retail, business and community uses which will exist in a high quality environment.</p> <p>Cranbrook Town Centre is also part of the award winning Exeter and East Devon Growth Point Enterprise zone where businesses located within the Enterprise zone can apply for business rate relief until the end of March 2022. The Zone already benefits from a package of infrastructure investment, which includes a £12m upgrade to Junction 29 of the M5, a new £9m bypass linking the Airport to Skypark, new train station in Cranbrook and upgraded bus, cycling and walking links.</p> <p>Businesses would benefit from fibre optic broadband, a vision of a zero carbon development, with a flagship heating network providing heat and hot water to the premises.</p>
2.4.4	Do the proposals provide and enhance sustainable transport facilities?	Y	<p>The Cranbrook Plan has a number of objectives relating to sustainable transport and health as the plan is premised on placing Health as a central theme underpinned by Policy CB1. t.</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 to Exeter could be by bicycle and this is the aspiration.</p> <p>Cranbrook has excellent potential for public transport serving local and onward journeys so it is</p>

			<p>realistic to expect the majority of journeys starting in Cranbrook to be made using a sustainable mode of transport or comprise active travel.</p> <p>As a result the Cranbrook plan seeks the provision of enhanced and extended cycle networks, and the upgrading of the current bus and rail services to maximise journey numbers.</p> <p>The plan polices also provide bicycle parking standards that will be required throughout the development. Bicycle parking must be conveniently sited, accessible and easy to use, safe and secure; and covered.</p> <p>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.</p> <p>All destinations that will attract regular visitors including the town centre and facilities within it and employment facilities will need to have dedicated cycle parking provision of a scale appropriate to the use and location.</p>
2.4.5	Are the proposals designed to minimise air pollution and to ensure that existing sources of air pollution do not impact on residents?	Y	<p>There are no identified air quality management areas in Cranbrook or within the vicinity of Cranbrook.</p> <p>Air quality in most of East Devon is very good; monitoring results indicate that even in East Devon's busiest towns, air pollution levels affecting where people live are below the national exceedance level criteria. However, continued pressure on development means that we should be mindful of increasing pollution levels from road traffic and the increased pressure for housing development means we need to always be looking to provide sustainable transportation alternatives.</p> <p>The Cranbrook Plan polices (CB9), as part of the drive towards reducing reliance on the private car, seek to ensure the delivery of enhanced sustainable transport infrastructure at Cranbrook to enable more frequent bus and rail services to the town and its residents and visitors. Enhanced</p>



			<p>cycle networks would also be provided along London Road. It is the aspiration that these improvements, strengthening the network that is already available, will increase the likelihood in the use of public transport, walking and cycling, which will have a significant role in minimising air pollution from the increased housing numbers.</p> <p>There will also be air polluting impacts during the construction phases of the proposed development at Cranbrook. Lorries will require access to the site to deliver and remove materials, earthmoving plant and other mobile machinery will work on each site and generators and cranes are also likely to be in operation producing exhaust emissions. Activities from earth works and construction will also result in dust. It is also possible that background concentrations may be influenced by Exeter Airport.</p> <p>Developers will be required to consider the air pollution affects arising from their development proposals and the impacts that will need to be assessed, the significance identified and any mitigation measures provided. These impacts and resulting significance will need to be assessed in the submission of an Environmental Statement which accompanies current and future outline applications that seek to deliver on the expansion plans. During the construction stages mitigation of air pollutants will be managed and monitored through the use of a Construction and Environmental management Plan (CEMP). This document will be developed by developers and submitted to the Council for approval, the requirements of which will be applied for all stages of development, to avoid, minimise or mitigate any construction effects on the environment.</p>
2.4.6	Are the proposals designed to minimise noise pollution caused by the development and to ensure that existing sources of noise will not impact on homes and open spaces?	Y	<p>It will be important for development proposals that come forward under the Cranbrook plan to consider noise mitigation in the form of layout and orientation of the development to ensure that existing sources of noise will not impact on homes and open spaces. These design considerations are clearly set out in the Plan policies.</p> <p>To minimise the impact of noise pollution caused by the development at Construction stage this will be managed and monitored through the use of a Construction and Environmental management Plan (CEMP). This document will be developed by developers and submitted to the</p>

			<p>Council for approval, the requirements of which will be applied for all stages of development, to avoid, minimise or mitigate any construction effects on the environment. This will include routes for construction traffic and hours of work to protect the impact on amenity of neighbouring occupiers.</p> <p>Exeter Airport is a major asset to the South West but Airport operations are understandably noisy. Although not a significant issue in existing parts of Cranbrook, as Cranbrook grows some future new areas of development which lie closer to the airport could be affected. The Bickerdike Allen noise study commissioned in 2015 looked at the noise levels across those areas to understand what sort of development would be appropriate within them. It also provided evidence and guidance on how and where the Council should place limits to noise sensitive development in areas subject to Airport noise.</p> <p>To an extent the impact of ground noise from the Airport can be mitigated, but this is less easy for noise from aircraft take-offs and landings. A balance is therefore required between noise levels, and acceptable and realistic mitigation measures. As a result of the updated 2016 noise impact assessment the area for residential development to the south of London Road, and forming part of the Treasbeare Expansion area allocated under Policy CB3 has been set back behind the boundary of the predicted 55db noise contour, in accordance with the World Health Organisations (WHO) guideline taking into account potential mitigation).</p> <p>Immediately to the south of the Treasbeare expansion area is land used by the airport for ground running (engine testing) of aircraft. Combined with general airport noise, this results in noise levels which at times significantly exceed the WHO'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 in addition to bespoke mitigation at the airport to address the engine testing. Current proposals are to construct an engine testing barrier to form a pen to reduce noise from aircraft engines in that area.</p>
--	--	--	---

			<p>To capture this level of sensitivity, Policy CB3 seeks to ensure that 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 and development falls within the predicted 55db noise contour. This is necessary to help safeguard the health and wellbeing of residents.</p> <p>Included within the Cranbrook Plan, and supporting Policy CB3 is a separate inset map which elaborates on the noise that is currently experienced and where the development boundary for the area could be extended to with suitable mitigation. The policy is clear in preventing incursion of residential development into the noise sensitive areas ahead of mitigation which it is expected should provide a noise reduction such that the noise experienced by occupiers of the residential dwellings does not exceed 55db.</p> <p>London Road is a significant route which will become part of the Cranbrook Development. It is likely the character of this road will change as development progresses. Further south is the new A30. The Noise impact assessment considered the contribution of road traffic noise from these sources to the noise environment by measurement and review of measured noise data. For Cranbrook, whilst at times clearly noticeable, general ground noise was considered to form a small element of the noise environment. The road noise of significance was considered to be the noise from the distant A30, however it is recognised that this is of relatively little significance which would vary given the site area.</p> <p>There is a Railway to the north of the site, this is a reasonable distance from housing and remains separated by country park land and flood zone where no further residential housing would be constructed. The railway along with general background noise, whilst sometimes noticeable, is not considered to have a detrimental effect on amenity areas or similar noise sensitive outdoor areas at this stage.</p>
--	--	--	---

<b>2.5 Safety &amp; Wellbeing</b>		<b>Y</b>	<b>N</b>	<b>Evidence, Design and Mitigation</b>
2.5.1	Are the proposals designed to include traffic management and calming measures to help reduce and minimise road injuries?	Y		<p>One of the main principles for Cranbrook is that pedestrians and cyclists have priority over cars.</p> <p>Plan policies require that streets are designed in a way to encourage low vehicle speeds. This will also enable streets to function as social spaces where appropriate.</p> <p>The speed limit is set to 20mph throughout with raised tables at junctions and crossings. There are also excellent public transport links which will be enhanced through the development.</p>
2.5.2	Have the proposals been designed to incorporate crime prevention measures and to reduce the fear of crime?	Y		<p>The plan policies do not address crime prevention as a specific issue explicitly, however the requirement is implicit through the plan policies and in particular CB16 is helpful in this regard. The policy is premised on good place making and at point 11 requires that proposed layouts and boundary treatment result in attractive, safe and properly defined and managed spaces.</p> <p>Development proposals will also be discussed with the police architectural liaison officer who will advise of further ways to design out crime as development proposals come forward.</p> <p>Strategy 37 of the East Devon Local Plan relates to community safety and encourages developments to incorporate the principles of 'Secured by Design'. This policy will remain applicable to developments within the Cranbrook Plan Area.</p>
2.5.3	Do the proposals prioritise making security, management and maintenance easy?		N	<p>Cranbrook plan does not directly prioritise these issues, however, the policies in the plan do not hinder them either. Current development within Cranbrook has been brought forward with management and maintenance of public areas addressed through agreed management and maintenance schedules. In the existing Cranbrook development phases many of the open spaces and public areas have been taken on by the Town Council who now coordinate the maintenance as a whole. Although it is not a requirement that the Town Council take on these areas in future phases, it will remain a requirement that developers submit management and maintenance schedules with subsequent development proposals in order to ensure that these</p>

			<p>areas, open spaces, trees, adjoining roads and hedgerows, continue to be managed throughout.</p> <p>As part of the development proposals for Cranbrook 100 hectares of land is allocated for Suitable Alternative Natural Green Space (SANGS) on the Cranbrook Policies map of which at least 78ha must be brought forward to meet the requirements of the allocated housing numbers. SANGS is an area of land that either currently or through enhancement can represent attractive green spaces which are accessible to all. The space must meet Natural England backed requirements in terms of size character and layout to ensure that it represents an attractive recreational alternative to protected natural environment which are particularly fragile. In this case the Pebblebed Heaths and Exe Estuary. Cranbrook Plan policy CB15 sets out how SANGS at Cranbrook will be created and delivered. The Cranbrook Plan not only prioritises the delivery of these open public spaces, but also ensures and secures the management and maintenance of these areas to be retained in perpetuity (comprising a minimum period of 80 years which could include the use of legal agreements to ensure that sufficient safeguards/step in rights are in place).</p>
--	--	--	---

<b>2.6 New and converted housing provision</b>		<b>Y</b>	<b>N</b>	<b>Evidence, Design and Mitigation</b>
2.6.1	Do the proposals include a range of housing types and sizes, including affordable housing responding to local housing needs?	Y		<p>The Cranbrook Plan policies ensure that 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 has been developed in advance of the detailed applications. The Design Codes will be subject of the agreement of the Local Planning Authority.</p> <p>Both the Design Code/s and all subsequent or other detailed proposals which come forward within the wider plan area, must demonstrate how they comply with the 12 principles set out within Policy CB16 and which have been adapted from Building for Life 12.</p>

			<p>One of the key principles of BFL12 is the importance of Local Housing Requirements where 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.</p> <p>The policy recognises that 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 must be provided. This includes apartment accommodation in the town centre as well as larger, more aspirational property throughout.</p> <p>Affordable housing will also be required on residential developments within the built-up area boundary of Cranbrook. Affordable housing tenure is sought as 70% social and affordable rented accommodation and 30% intermediate or other affordable tenure. However in periods of depressed markets an alternative negotiated mix to reflect viability considerations and help deliver schemes will be acceptable, subject to complying with Government policy or guidance on the matter.</p> <p>In addition, as part of meeting housing needs, securing greater housing diversity and encouraging high quality design, the Cranbrook Plan policies (CB12) also support proposals for custom and self-build housing at Cranbrook, to be occupied by those persons commissioning or undertaking the construction. 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.</p>
2.6.2	Will all homes to be provided meet at least the minimum requirements set out in the Nationally Described Space Standards in order to ensure that all	Y	<p>The policies within the Cranbrook Plan requires that new dwellings provide accommodation that meets with the Nationally Described Space Standards. The layout of new dwellings should be logical to meet the needs of occupants, providing 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.</p>

	homes are liveable?			Proposed development would also be required to make 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.
2.6.3	Will there be provision of homes that enable older and disabled people to live independent lives?	Y		<p>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, when considering development at Cranbrook, the Local Authority will need to consider the size of housing required, which includes the internal space within a dwelling, and the accessibility and adaptability. The Cranbrook plan ensures that when delivering a range of types and sizes of dwellings within Cranbrook that accessible, adaptable and supported dwellings will be part of the mix of house types.</p> <p>The Cranbrook plan policies also make provision for Extra care housing to be provided in the town centre. This would be specialist housing designed for older people enabling them to live independently with some support.</p>
2.6.4	Will homes be wheelchair accessible inside and out?		N	<p>It is not expected that all homes will be wheelchair accessible inside and out and this is not a specific requirement of the Cranbrook plan policies. However where accessible dwellings are proposed, including the extra care housing that is required, these properties will be constructed to a standard to enable them to be accessible and adaptable to all.</p> <p>Strategy 36 of the East Devon Local Plan will remain applicable to the Cranbrook Plan Area and seeks all affordable housing and 20% of market housing to meet part M4(2) of the Building Regulations.</p>
2.6.5	Do the proposals seek to reduce fuel poverty through energy efficiency measures such as insulation?		N	<p>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</p>

				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. While this helps to provide an energy which supply can be generated without the carbon associated with traditional heating and power networks ad is sustainable it is not directly address fuel poverty.
2.6.6	Are all dwellings provided with individual services for water, gas and electricity with separately metered supplies?	Y		It is expected that all dwellings provided within the masterplan area will be provided with individual services for water and electricity with separate metered supply, along with connection to the Combined Heat and Power (CHP) Energy Centre which delivers a true decentralised energy network providing heat and hot water to buildings.
2.6.7	Do the proposals ensure that damp, condensation and mould growth is prevented through the provision of heating, ventilation and drying facilities?	Y		Through Policy CB16 there is an expectation that homes will have direct access to areas of outside space. While the policy doesn't directly address the issue of damp etc, the provision of private yards and gardens do enable a safe secure space in which to dry washing. It is recognised that wet washing is a significant cause of dampness being retained within a property and therefore the ability dry this outside helps.  Where flats are provided the provision of such outside space is harder to achieve although if provided with balconies these can play a significant role. There is scope to seek balcony provision through the policy but this would require negotiation with the developer at the detailed planning stage.
2.6.8	Do the proposals seek to meet all 16 design criteria of the Lifetime Homes Standard?		N	The Cranbrook plan does not go into significant detail with regard to Lifetime homes standard and the application of this is not a specific requirement, however it is considered that some of these criteria could be negotiated at detailed application stage where there is further evidence of need.

### **Section 3.**

Identify the population groups which will benefit from the proposal



Population Groups	Please tick
All Groups	✓
Families with young children	
Visitors or those working in the district	
People with a disability (i.e physical, mental and learning)	
Black and minority ethnic groups (incl. Gypsies and Travellers) and/or non BME groups	
Geographic groups – rural/urban/neighbouring areas	
Homeless people	
Age: Children/young people: 0 – 19 years Adults: 18- 60 years Older people: 60 + years	
Others (please state below)	

More information about Health Impact Assessments in the planning process is available on the East Devon District Council website, EDDC Health Impact Assessments, or by emailing [environmentalhealth@eastdevon.gov.uk](mailto:environmentalhealth@eastdevon.gov.uk).