

The Cranbrook Masterplan

Prepared by East Devon District Council | February 2019

CONTENTS

- | | | | |
|----------|--|----------|----------------------------------|
| 1 | Introduction
Page 4-9 | 5 | Land Budget
Page 36-37 |
| 2 | Masterplan Evidence
Page 10-24 | 6 | Scale
Page 38-39 |
| 3 | Design Principles
Page 25-27 | 7 | Delivery
Page 40-41 |
| 4 | Masterplan
Page 28-35 | 8 | Conclusion
Page 42 |

1. Introduction

1.1 Purpose

This masterplan forms an integral part of the evidence base for the Cranbrook Plan Development Plan Document (The Cranbrook Plan) for the town of Cranbrook, helping to guide, inform and set the standard and disposition of land uses around the town. In so doing, the Plan seeks to demonstrate accessibility, integration and coordination of uses in a manner that will allow the future growth of the town in a sustainable manner to aid the health and wellbeing of residents and visitors and the proper functioning of the settlement as it matures, while managing its impact on the landscape.

1.2 Location

Cranbrook lies to the north-east of Exeter, approximately 2km to the east of the M5 motorway. The northern extent of Cranbrook is formed by the West of England Railway Line which serves Cranbrook railway station providing direct services to Exeter St Davids and London Waterloo. The station lies to the north-west of phase 1 of the town, just north of Bluehayes Lane. Exeter Airport lies to the south-west, beyond which is the A30 Honiton Road.

Cranbrook phase 1 identified in figure 1.1 is located between the railway line to the north and London Road (the former A30) to the south. The western part of phase 1 has now been built out and extends to Bluehayes Lane while in the east development has now moved beyond Southbrook Lane.

The Skypark employment area and a distribution hub lie to the west of phase 1 positioned either side of the London Road. The village of Broadclyst lies approximately 1km north west; the village of Whimple lies approximately 1km to the north-east; and the village of Rockbears lies south of the central part of phase 1, beyond London Road.

1.3 Background and Policy Context

East Devon Local Plan

The East Devon Local Plan 2013-2031 sets out current policy relating to the whole of East Devon, including Cranbrook. The town is part of a larger strategic development, referred to as 'East Devon's West End', which includes the Skypark, Exeter Airport, and further residential development as shown on Figure 1.1.

Strategy 12 of the Local Plan describes the current land use requirements for Cranbrook which comprise 6,300 new homes on allocated land, gypsy and traveller provision, jobs, a town centre, social and educational facilities and infrastructure. The Local Plan also identifies an area of search within which a further 1550 homes are to be identified. East Devon District Council has chosen to undertake this exercise through the production of The Cranbrook Plan. The Plan will also detail how the expansion areas already allocated through the Local Plan will be delivered.

Cranbrook phase 1 now has around 1,900 homes, its own railway station, Younghayes Community Centre, St Martin's Primary School, Cranbrook Education Campus providing nursery, primary and secondary education, an emerging town centre and sports hub as well as a well-used Country park and play areas. The first allotments are due to be provided by spring 2019. Existing planning consents will allow phase 1 to expand to almost 3,500 dwellings.

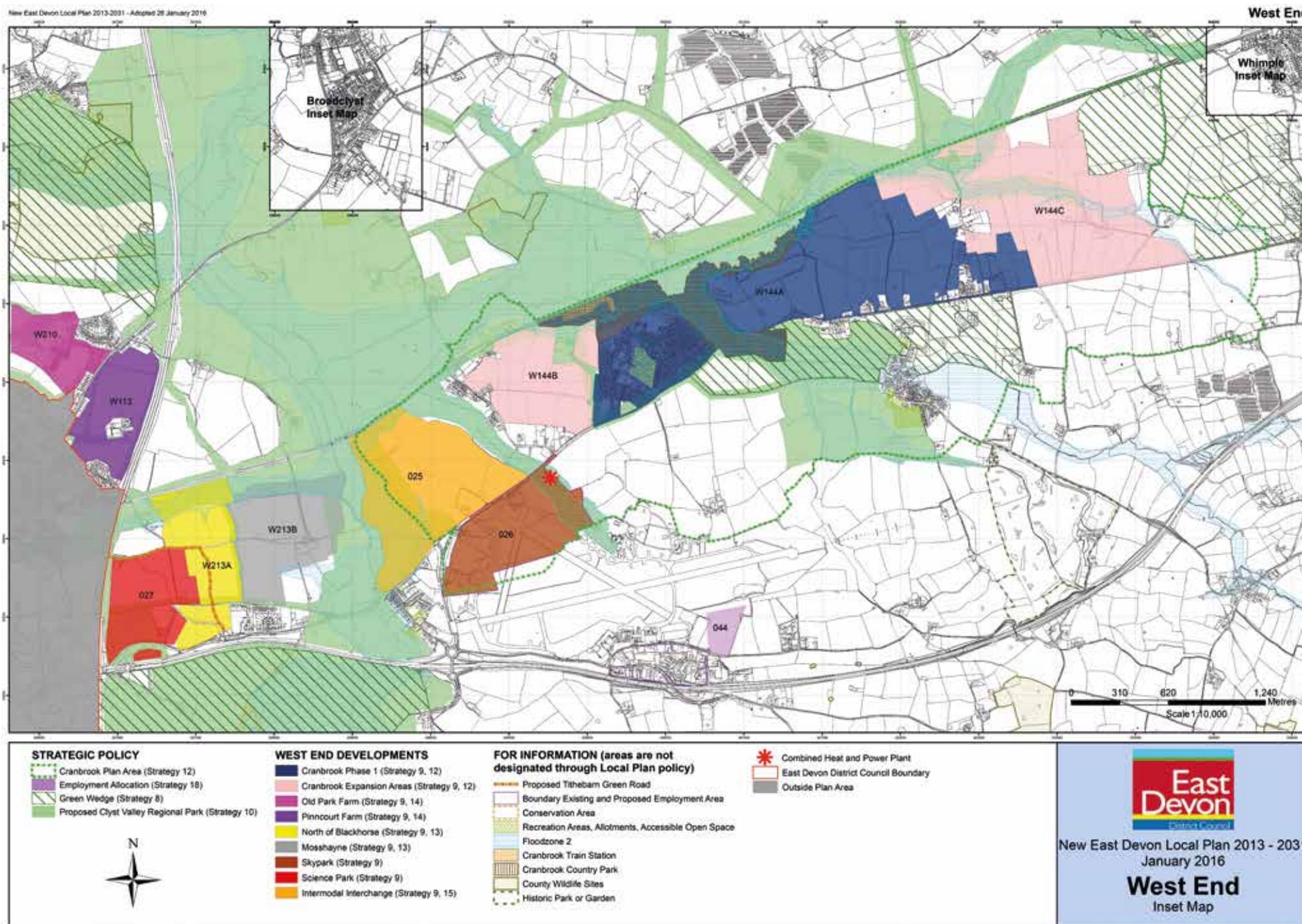


Figure 1.1
East Devon Local Plan West End Proposals Map

DPD Issues and Options Report, June 2016

Developers have submitted planning applications that if permitted would see Cranbrook expand to around 7,500 homes to the east, west and south of London Road, west of Rockbeare.

Following initial masterplanning work and stakeholder design workshops lead by Savills, East Devon District Council (EDDC) published a Cranbrook Plan Issues and Options Report which identified four masterplan land use scenarios.

- **Scenario 1** – Current density and development within areas subject to noise levels above recommended limits.
- **Scenario 2** – Current density and development in neighbourhood plan areas.
- **Scenario 3** – Increased average density to 45 dph and development within landscape sensitive areas and areas subject to noise levels above recommended limits.
- **Scenario 4** – Increased average density to 45 dph and some land within neighbourhood plan areas.

Scenario 2 was favoured because it was considered to be acceptable in landscape terms, would not encroach on Rockbeare, avoided higher density housing and increased noise impacts on residents.

Scenario 4 was favoured because it minimises noise impact, minimises impact on surrounding communities, particularly Rockbeare, returns London Road to being a focus for commercial development and higher density housing would meet the needs of some sectors of the community whilst helping to reduce the need to develop in constrained areas.

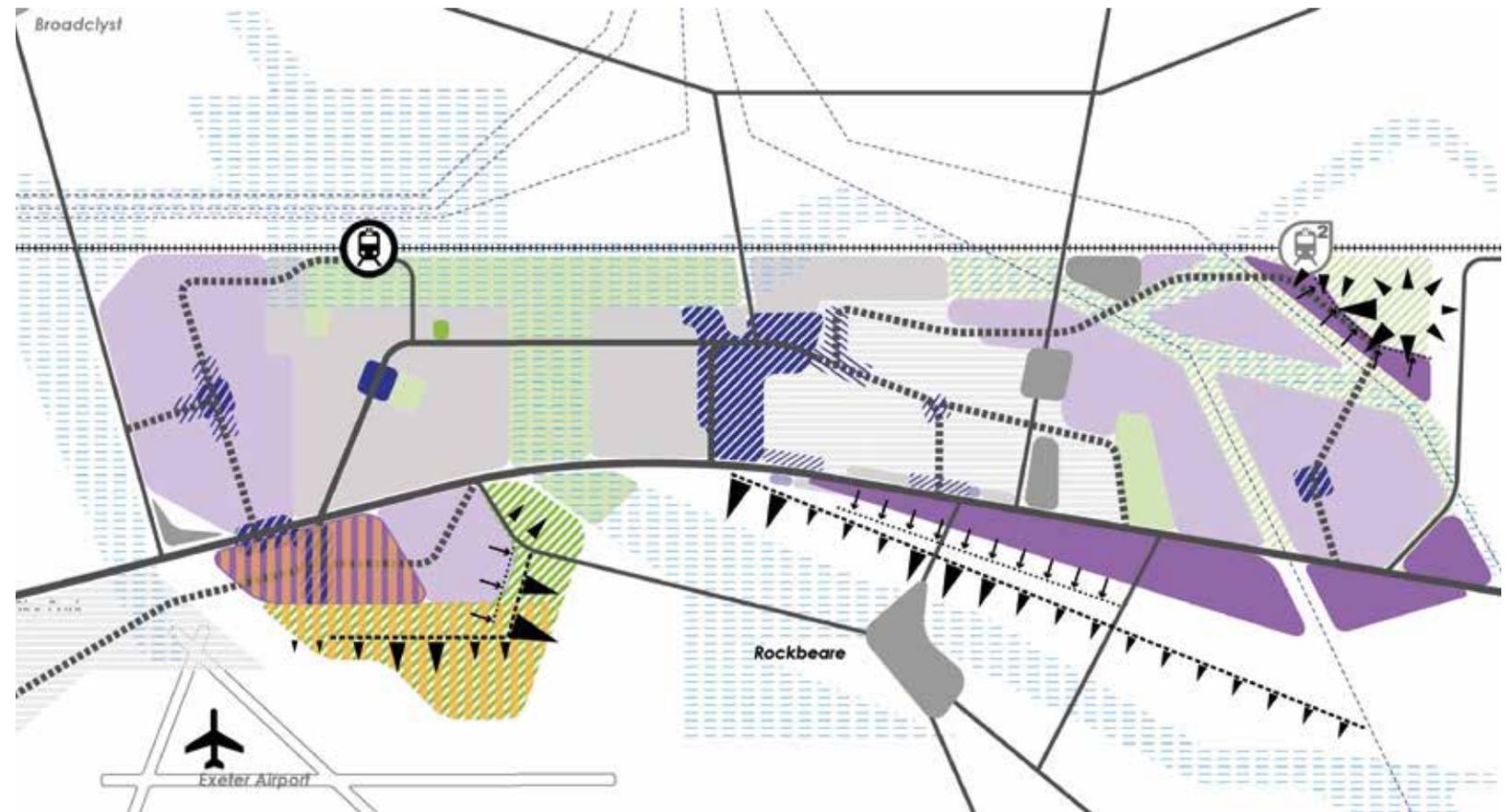


Figure 1.2: Scenario 2 puts development both sides of the London Road to the east

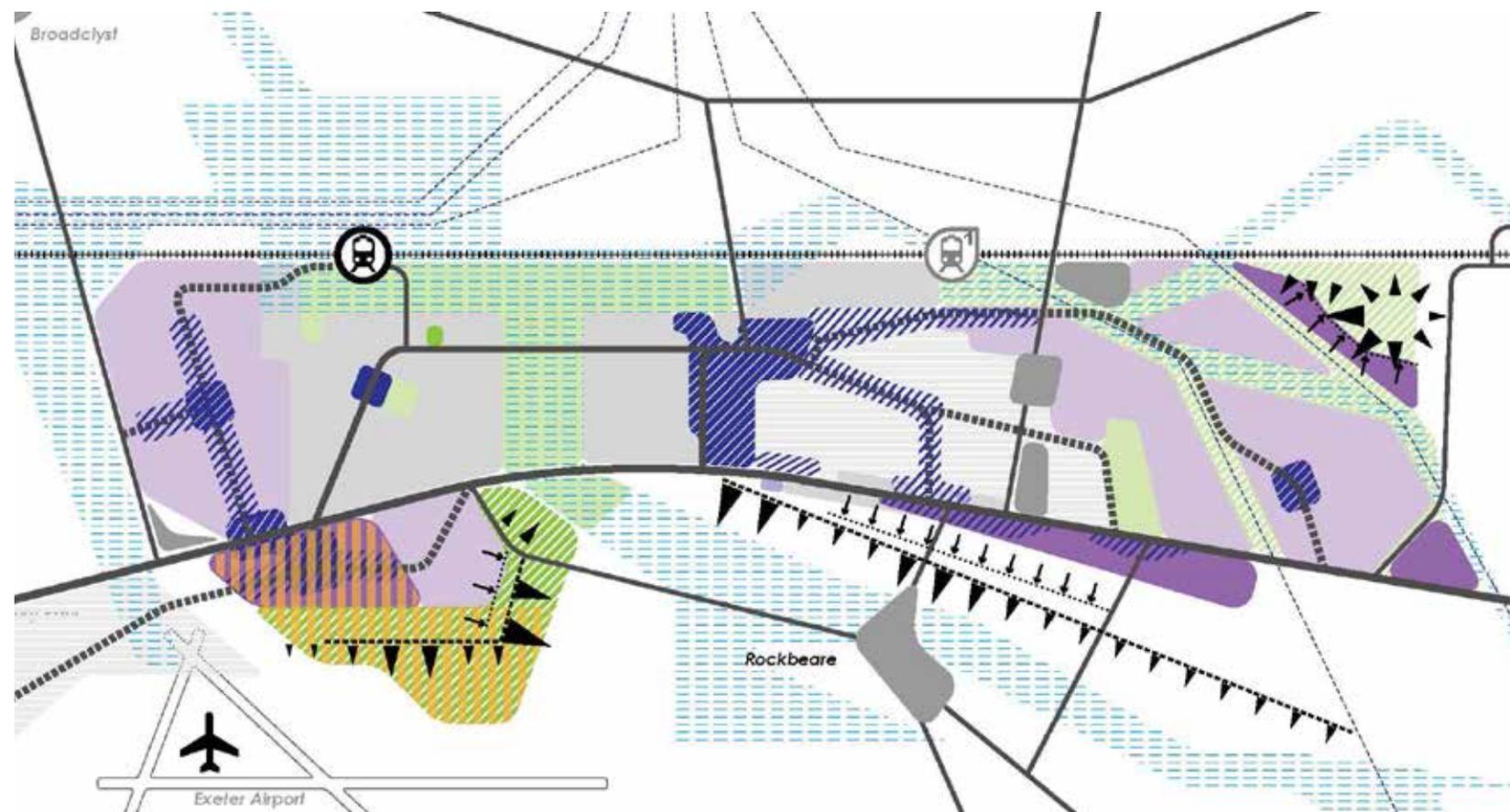


Figure 1.3:
Scenario 4 does the same as Scenario 2, but reduces the area development takes up

1.4 Masterplan

Introduction

The development proposals within this masterplan, including land use, design and landscaping, built form, infrastructure and movement, provides a structured framework for development.

This masterplan has used evidence documents to inform it, including a transport and movement strategy, economic development strategy, landscape and visual impact assessment etc. It has also been led by a number of workshops and stakeholder round-table meetings with representatives from the community as well as other stakeholder groups, including developers and local authorities.

Summary of the proposals

The design of the expansion of Cranbrook integrates four surrounding areas with the first phase of the town to form a sustainable overall settlement. Development must be phased to ensure the growing community is served by appropriate infrastructure while the town is being built.

The four areas comprise:

- **Bluehayes** – land to the west of Cranbrook Phase 1;
- **Treasbeare** – land to the south of London Road (and north of Exeter Airport);
- **Cobdens** – land to the east of Cranbrook Phase 1;
- **Grange**– land to the south-east of Phase 1 and London Road.

From 2016 – 2019, Cranbrook has been one of ten NHS England Healthy New Town (HNT) pilot communities. This initiative was set up to understand how the built environment could be shaped to improve the health of individuals and communities. The legacy of the programme is being continued through Cranbrook's involvement ,alongside Exeter, in the Sport England Local Delivery Pilot aimed

at tackling health inequalities and increasing physical activity in communities. The Cranbrook Plan and the masterplan have been informed and shaped by the evidence from the HNT programme and will support both programmes through the design and development of the built environment.

Within the proposed extensions to Cranbrook, the masterplan accommodates around 4,170 new homes, two new primary schools and a special educational needs school, two neighbourhood centres, employment land, two gypsy and traveller sites and open space. The masterplan uses a compact urban form placing neighbourhood centres and facilities within a short walk of the majority of homes. Mature trees and hedgerows form part of a landscape structure that is an integral part of the masterplan. Pedestrian and cycle routes to key destinations such as the neighbourhood centres, employment areas, parks, schools, and public transport links are designed to be attractive and highly legible.

A proportion of the housing number proposed are to be delivered as custom and self-build housing. Further detail is provided in The Cranbrook Plan but this masterplan identifies potentially suitable locations for such developments. These sites are chosen as they are better suited to bespoke design responses rather than the volume housebuilder standard house types. This is due to a combination of their topography, small size or their location within neighbourhood centres where bespoke design is usually required.

The following sections summarise the body of evidence which has informed the masterplan; identifies likely constraints and opportunities; defines design principles, and sets out the spatial strategy for the expansion of the town.

Key

Emerging / Consented

- Area with existing Planning consent
- Town Centre
- Outline consented area
- Green spaces
- Cranbrook Country Park

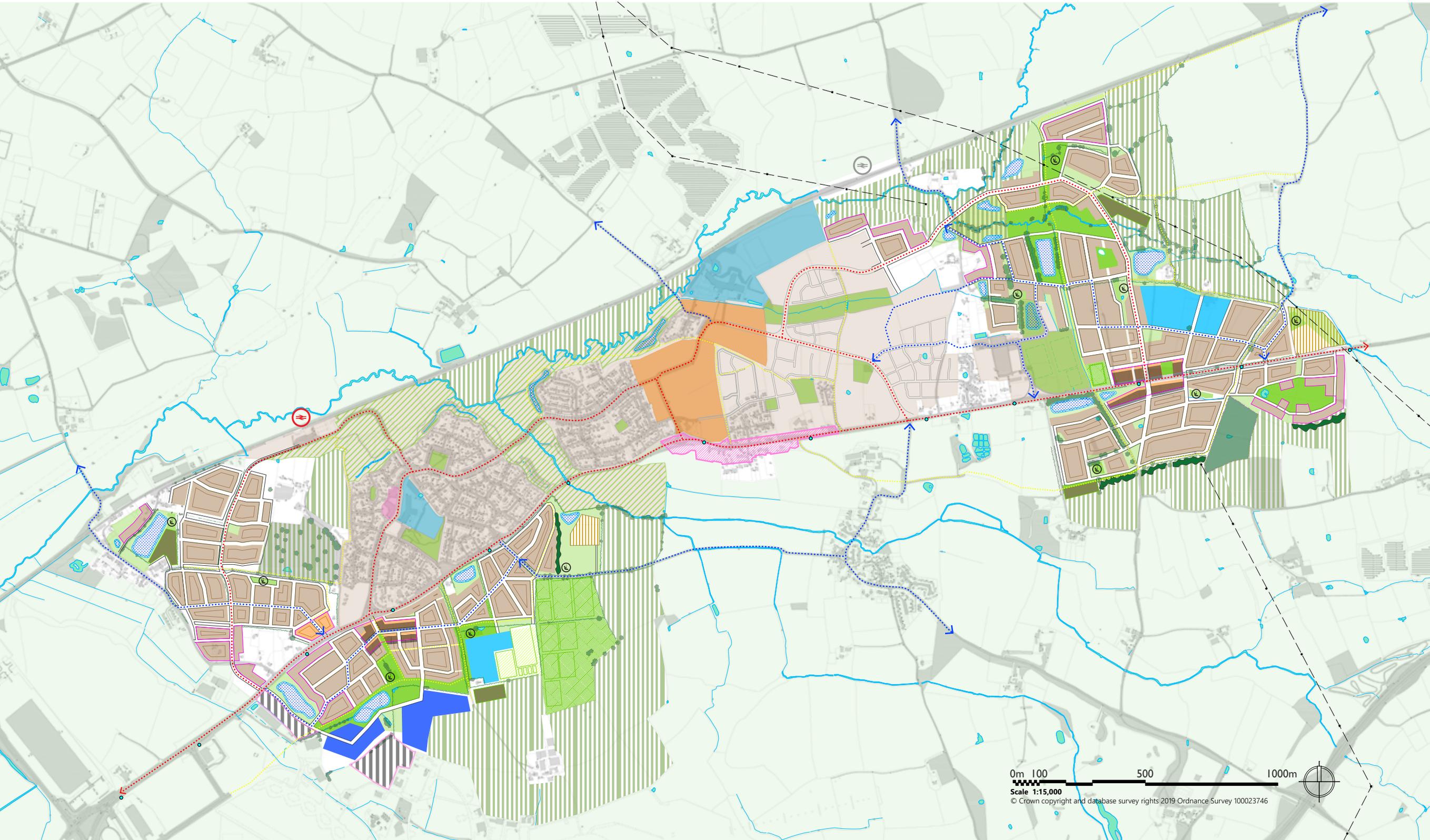
Expansion areas

- Residential development
- Mixed residential and employment
- Neighbourhood Centre
- Schools
- Employment space / low cost studio space
- Permanent Gypsy and Traveller site
- Allotments
- SANGS
- Park
- Sports Pitches – Floodlit
- Potential custom and self build sites
- Sports Pitches - No flood lighting
- Informal open green space
- Play area
- Retained vegetation in the public realm
- Structural planting
- Streams and inland water
- SuDS attenuation basin
- Retained pylons and power lines
- Land reserved for energy generation
- London Road commercial and retail frontage

Movement and access

- Cranbrook railway station
- Potential second railway station
- Primary movement route
- Secondary movement route
- Green lanes / cycle paths
- Potential bus rapid transit stops

Figure 1.4: Masterplan



2. Masterplan evidence

2.1 Introduction

Health and wellbeing is a key theme that runs through both The Cranbrook Plan and the masterplan and informs every aspect of the delivery of Cranbrook. Each of the evidence documents, while seeking to support the proper functioning of a successful and sustainable town, also helps to address health and wellbeing and deliver the overarching principles of a healthy new town. 'Cranbrook Site Planning for Health and Wellbeing: Guidance for Policy Development' (IBI Group and University of the West of England, December 2016) identifies four key themes determining how Cranbrook should function from a health and wellbeing perspective:

- Transport and movement
- Urban Design – Town Centre
- Urban Design – Street Design
- Urban Design – Blue and Green Infrastructure

Masterplanning considerations include the provision of linked green spaces; safe neighbourhood and community spaces; efficient and well located community facilities; accessible spaces; space for edible landscapes/ food production and local markets; and integrated transport provision.

2.2 Culture and community

What does the evidence say?

A cultural development strategy (Cranbrook in Common, Ginkgo, June 2016) prepared for Cranbrook includes the following recommendations for activity and infrastructure:

- **Identity and legibility:** a Cranbrook wide strategy to set cultural and design coding to promote local distinctiveness, walkable neighbourhoods and identity. Incorporating linkages to surrounding development areas.
- **Meanwhile spaces:** These are spaces that will be set aside with no prescribed use so that the community can use these spaces to meet future needs as they emerge. These could be a mixture of community spaces but also business spaces as recommended by the Cranbrook Economic Development Strategy.
- **Multi-use buildings:** To include community space within schools, town council space, a town museum/ archive, a library, creative studio and workshop space, low cost studio space, a health and wellbeing hub and gathering spaces.

How have we responded?

The masterplan supports an 'employment' culture of innovation and entrepreneurship at Cranbrook. Neighbourhood centres and adjacent mixed-use areas in Treasbeare, and co-located between Grange and Cobdens, together with a mixed-use area in Bluehayes, shall be a focus for cultural and community activity complementing the town centre, which will have a stronger retail focus.

The proposals use a permeable layout with higher densities around neighbourhood centres and mixed use areas. A connected grid of main streets, quiet streets and green corridors provides links to key spaces, facilities, employment and surrounding settlements. Most residential areas would be within a 10 minute walk (800m) of a proposed or existing neighbourhood centre.

The location of the neighbourhood centres and mixed use areas enables facilities to be established at an early stage. The Treasbeare area will have a greater focus on employment provision with low cost studio and creative project space located within a 'stepping stone' employment area.

A focal point for each of the neighbourhood centres and mixed use areas shall be a community building. Together with surrounding land this will fulfil the need for wider civic centre space and could accommodate facilities such as creative project space, studio space, supplementary health and wellbeing facilities as well as enhanced opportunities for sport, recreation and community activity.

Additionally there is the option to re-purpose existing agricultural buildings for cultural activity and for such facilities as visitor interpretation centres to the required SANGs.

Key elements of the masterplan proposals include:

- Neighbourhood centres and Mixed use areas with co-located building based infrastructure;
- Meanwhile and flexible spaces close to the neighbourhood centres, mixed use areas and employment areas;
- Opportunities for civic space at key junctions within the neighbourhood centres and mixed use areas;
- A formal town park; and
- Green space with views over the surrounding countryside and Cranbrook.

Design coding and detailed proposals shall reflect the recommendations of the Cultural Strategy which include sightlines to key destinations, consistent use of materials, finishes and furniture within character areas, use of lighting and supporting information such as signs, maps and notice boards.



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2.3 Economic development

What does the evidence say?

The Economic Development Strategy for Cranbrook (Ash Futures Ltd.) looks at the factors that build success and create a strong sense of place. It proposes that the town should create a significant proportion of its own economic activity - keeping wealth in the town and providing services that the local community needs. Following a number of discussions with the community and key stakeholders the strategy proposes that Cranbrook concentrates on three themes:

- **Supporting small and growing enterprises;**
- **Creating employment and services; and**
- **Building strong links with surrounding economic sites in the Exeter and East Devon Growth Point area...**

These themes provide an economic role for Cranbrook that complements the rest of the Growth Point and offers real benefits for a growing town. They will help Cranbrook grow into a lively, enterprising town with a strong entrepreneurial identity, building its own business base and creating strong links with surrounding employment areas. The strategy recommends using a 'Business Ladder' to provide a range of flexible premises, run by the community, for local enterprises. This would run alongside a range of business support to improve the success rates of small enterprises, working with the Cranbrook Education Campus and local colleges to offer relevant training opportunities for young people. It suggests attracting a major employer to anchor the new town centre.

It is important to recognise that Cranbrook is in transition, and will be for almost 20 years. Things will change - in the wider economy, in the sub-region and within the community. The population will grow from 2,000 to almost 20,000, with many of the households being young families. Work opportunities, business growth and local facilities will need to keep pace with the rapidly expanding town.

The strategy identifies the need for 18.4 hectares of employment land comprising 8.7ha of offices and industrial land and 9.7ha of retail and leisure space including cafes and restaurants etc. which include the town centre and neighbourhood centres. The town centre is being delivered within Cranbrook Phase 1 and this represents around 12ha of the 18.4ha of the employment land. The strategy also recommends including a buffer of 8.6ha to allow for changing circumstances or unpredicted opportunities, which could be released for housing or other development if not required. This aligns with the principle of 'meanwhile uses' set out in the Cultural Strategy.

There is a great deal of support for the principal ideas set out in this strategy. The developers of phase 1 of the town - New Community Partners - are keen to back the idea of a Business Ladder and create an Enterprise Town; the community are behind the plans, especially those that will create opportunities within Cranbrook; and the public sector partners are willing to help make these proposals a reality.

How have we responded?

Within the masterplan, employment land has been identified south of the London Road near the airport and Skypark. Mixed use areas are located within all four of the expansion areas to the east and west of the existing town and have good access to the London Road to take advantage of passing trade.

The neighbourhood centres will create important hubs at the eastern and western ends of Cranbrook, providing gateways to the town itself, and serving the new neighbourhoods. They help to strengthen links north and south of the London Road to ensure good integration and connection within the settlement. The neighbourhood centres, and Bluehayes mixed-use area, shall comprise ground floor level office, retail and community uses and upper floor residential uses. Detailed design proposals should incorporate active frontages on both sides of the road, establishing attractive public realm and providing good pedestrian and cycle links across the road.

The Business Ladder

Step One	Step Two	Step Three	Step Four	Step Five
				Mainstream retail
Mainly retail and workshop uses – selling goods			Small retail unit	Business Park
		Temporary Modular Space	Enterprise Centre	
	Market Place	Work Hub		Mainly office uses - selling knowledge and services
Work from home	Home Office Pod			
Work from home				

2.4 Education

What does the evidence say?

Devon County Council have identified a need for around 1,050 additional primary school places with preference for these to be delivered through two new schools. Additional secondary school places are also needed to support the town's growth. A Special Educational Needs school is also required.

How have we responded?

The masterplan proposes two additional primary schools - one each in the Cobdens and Treasbeare expansion areas. Based on predicted pupil numbers it is envisaged that the school in Cobdens will comprise a 3 Form entry (630 pupils), while that in Treasbeare will be a 2 Form entry (420 pupils). The special educational needs school is located in Cobdens. Increased secondary school places will be made available at the existing Education Campus. Public transport services provide access to further schools in the surrounding area.



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2.5 Transport and movement

What does the evidence say?

A Movement Strategy (The Urban Engineering Studio and EDDC addendum) identified baseline conditions and a potential movement framework for cyclists and public transport. Space Syntax, as part of the NHS Healthy New Towns Programme, tested masterplan proposals, made design recommendations to improve movement within the network and relocate commercial activity to where it was most likely to be sustainable. (Masterplan Option Testing, Space Syntax, May 2017).

The objectives of the movement strategy are to:

- Promote and improve sustainable travel;
- Reduce traffic congestion and delays, and improve air quality on key routes in and out of Exeter City Centre, from the masterplan area, by encouraging a modal shift from the private car;
- Integrate new development sites with established communities to increase travel choice, based on comprehensive networks and linked facilities;
- Create conditions to support local employment opportunities that can be accessed by sustainable modes; and
- Improve accessibility throughout the area to encourage walking and cycling and improve health and wellbeing.

To deliver these objectives, the strategy uses a four tiered approach:

- **cycling and walking,**
- **public transport,**
- **highway network and travel planning**
- **and smarter choices.**

Movement priority will be focused on pedestrians who will be placed at the top of the hierarchy. Cars will be given the lowest priority on most streets.

The future movement hierarchy of Cranbrook will need to respond to the requirement of the following key users and means of transport in this particular order:

- **Pedestrians**
- **Cyclists**
- **Buses and trains**
- **Cars**

How have we responded?

Figure 2.1 illustrates a connected grid with high levels of permeability for pedestrians and cyclists particularly around neighbourhood centres and schools. This feeds strategic cycle routes along the London Road, a new route running next to the railway line, and on primary streets with connections to the railway station, Skypark and Exeter.

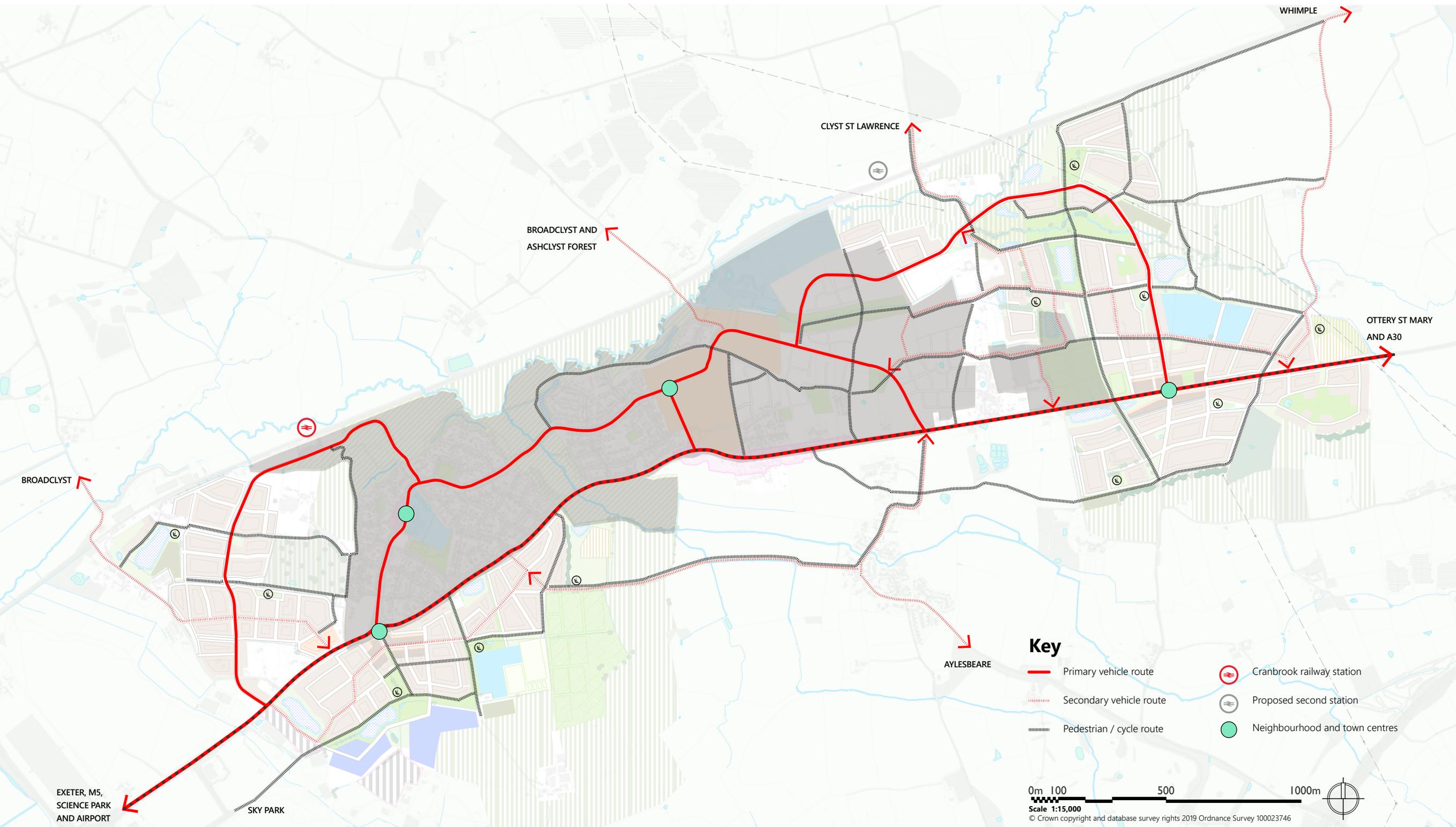
Recreational cycle routes provide connections to Rockbeare, Whimble via quiet lanes and planned routes in the surrounding countryside. Provision will be made to encourage the use of bicycles including secure storage and electric bike clubs.

Detailed proposals will reinforce a clear hierarchy of streets and public spaces to help establish an attractive, legible and distinctive place. Benches and seats will be provided at regular intervals on all main pedestrian routes.

The masterplan safeguards land for a potential second railway station and through both improvements to infrastructure and time-tabling, the overall intention is to improve rail services to at least a half hourly service

It is expected that each dwelling will be provided with or have good access to electric vehicle charging and convenient cycle storage. Communal shared parking will be provided for car clubs.

Figure 2.1: Movement



2.6 Landscape and Visual Impact

What does the evidence say?

A baseline landscape and visual appraisal (Landscape and Visual baseline, Hankinson Duckett Associates, June 2017) has established the comparative capacity of each of the land parcels, and landscape and visual constraints and opportunities for the expansion of Cranbrook. The appraisal considered land to the west, south, east and south-east of Cranbrook Phase 1.

A summary of the main landscape considerations can be seen on **Figure 2.2**.

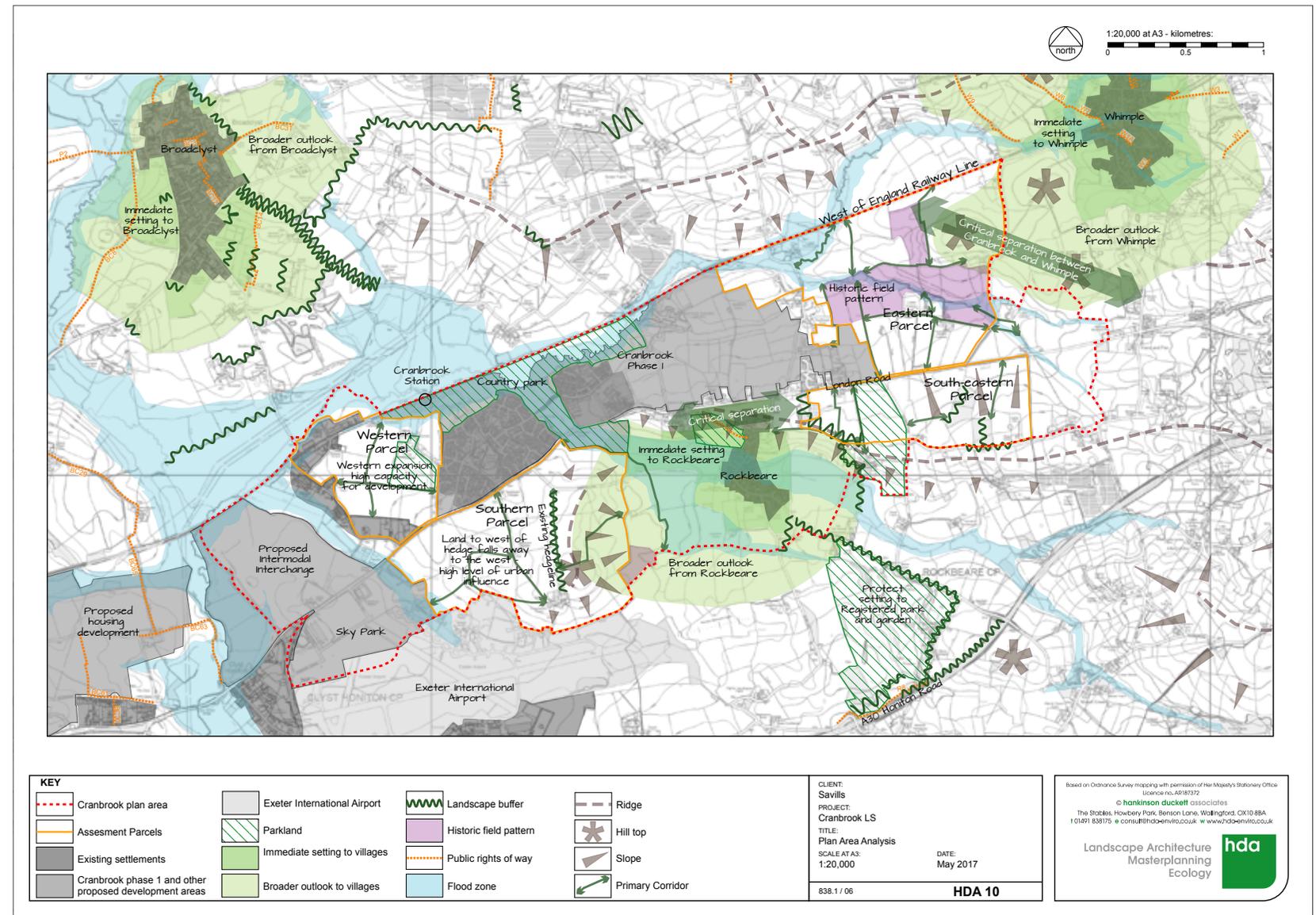


Figure 2.2

HDA Landscape and Visual Analysis

Land to the west (Blue Hayes)

This parcel is contained to the east and west by existing settlement, to the south by London Road and to the north by Lodge Trading Estate and the Railway line. The parcel has been assessed as having a Low landscape sensitivity, with the notable exception of some high quality features, including veteran trees. The parcel has a number of urban influences and is seen in the context of existing housing from distant viewpoints. Providing that high quality features are retained and protected, the parcel would be suitable for a housing extension to Cranbrook. The extension would be well defined and would not cause a substantial alteration to the baseline condition.

Land to the south (Treasbeare)

This parcel has the highest visual sensitivity of the four parcels, due to its elevation in comparison to the surrounding lowland landscape. A local ridge runs north-south through the parcel, which has a marked effect on the character of the parcel. The land to the west of the ridge is orientated towards existing development at Cranbrook, the evolving business complex at Sky Park and Exeter Airport. These existing and ongoing developments reduce the rurality and tranquillity of this part of the parcel, which has resulted in a Low landscape sensitivity to change.

In contrast, the eastern part of the site faces out over a rural landscape with few detractors and is screened from development to the west by the local ridge. This part of the site has a strong

relationship with the wider landscape and forms part of the wider setting to Rockbeare. A small parcel of land within the wider Rockbeare Green Wedge, currently in Clyst Honiton Parish, is proposed for development.

Views of the western parcel of the site are seen in the context of existing development and, as a result, changes within this part of the parcel would be less noticeable than changes within the eastern part of the parcel, which has a much stronger relationship with the adjacent rural character.



Figure 2.3

Existing view west of Rockbeare from Parsons Lane towards Treasbeare and Cranbrook Phase 1

Land to the east (Cobdens)

The parcel contains landscape elements that are highly sensitive to change and would be difficult to replicate. These include the stream corridor and associated trees and vegetation, which lie within floodplain and have high ecological and aesthetic value. It also includes the small scale fields of medieval origin, which have important links to the past, as well as containing high quality boundary features. The stream corridor divides the parcel and the small scale field pattern means that development within this area, particularly to the immediate north of the stream, has the potential to result in a high level of feature loss. The local hill to the north-east of the parcel has fewer constraints in terms of individual features, however it is visually prominent within local views and forms part of the wider setting to the village of Whimple. The rectilinear fields to the south and west of the site have the highest development potential as they relate well to existing settlement (including the proposed development within Phase 1 of Cranbrook) and are influenced by the comparatively busy London Road to the south.

Land to the south-east (Grange)

The south-eastern parcel has a strong relationship with London Road and the proposed settlement pattern of the Cobdens expansion area. The parcel is well contained within the landscape and development to the west of the woodland block of Percy Wakley Woods could occur within the parcel without harming the character of the wider rural landscape to the south and south west. The woodland blocks and tree belts within the parcel could be strengthened to provide a robust structure and edge to a potential development. Any potential development would need to be mindful of the high quality landscape features within the parcel, which would need to be retained and protected. The southern edge to the parcel would need to be enhanced with additional planting to maintain and enhance the natural tree lined ridge and resulting physical and visual separation between Cranbrook and Rockbeare.

How have we responded?

The masterplan focuses built development in the least sensitive areas in landscape terms by pulling development back from ridge lines and avoiding building on outward facing slopes. Development is kept out of the green wedge within Rockbeare Parish maintaining a clear visual separation between Rockbeare and Cranbrook which is the purpose of the green wedge. Strategy 8 in the Local Plan which covers green wedges allows for development where settlement coalescence would not result. Careful consideration has been given to protecting important views out from Rockbeare village by maintaining the open views to the ridge lines to the east and west of the village.



Figure 2.4

Existing view east of Rockbeare from Parsons Lane towards The Grange, which is beyond the tree lined ridge

Figure 2.5

View towards New Crockernhayes and higher ground between Cranbrook and Whimble



2.7 Open Space

What does the evidence say?

The Masterplan has been informed by the Sports, Leisure and Recreation at Cranbrook report and its addendum, both produced by EDDC, Strategy 43 of the Local Plan, the East Devon Playing Pitch Strategy and Sport England guidance.

Open space requirements include:

- Around 16.14ha of amenity open space including provision for children's play, youth play and parks and other green infrastructure;
- Allotments in clusters of 20-30 plots within each of the expansion areas; and
- Around 7.7ha for formal sports provision plus an additional area to allow for changing/ clubhouse facilities, parking and landscaping.

How have we responded?

The design of the masterplan protects and enhances important landscape features and valued landscapes, contributing to the objectives of the Clyst Valley Regional Park envisaged as '...the new green lung between Exeter, Cranbrook and Exeter Science Park'. The Valley Park will link existing trails and enhance the natural and built heritage.

The GI strategy for the town, summarised in figure 2.6, reflects National and Local Planning Policy and Guidance set out in the National Planning Policy Framework, National Planning Practice Guidance and The East Devon Local Plan 2013 to 2031. It includes a new destination sports hubs, informal and formal parks, local areas of open space and linked spaces including new and enhanced recreation routes between Cranbrook and the neighbouring settlements of Rockbeare and Whimple. New footpath links between Cranbrook and Rockbeare would be linked to the delivery of homes at Grange.

A new sports hub in Treasbeare and an enhancement to the existing hub in Cobdens together provide the required sports pitches and facilities for the town. The sports hub in Treasebeare includes floodlit pitches, changing rooms and club house facilities.

Allotments are proposed in each of the expansion areas and informal open space and amenity land is to be integrated throughout the town creating a network of green spaces and habitats.

2.8 SANGS

What does the evidence say?

Evidence demonstrates that developments within 10km of habitats designated under European legislation as Special Protection Areas, Special Areas of Conservation and a Ramsar site, require a suite of mitigation to avoid adverse effects as a result of increased visitor numbers. For Cranbrook such habitats include the Exe Estuary and Pebblebed Heaths. A significant component of this mitigation is Suitable Alternative Natural Green Space (SANGS), whose purpose is to provide green spaces of a quality and type that will attract visitors from these developments away from these sensitive sites.

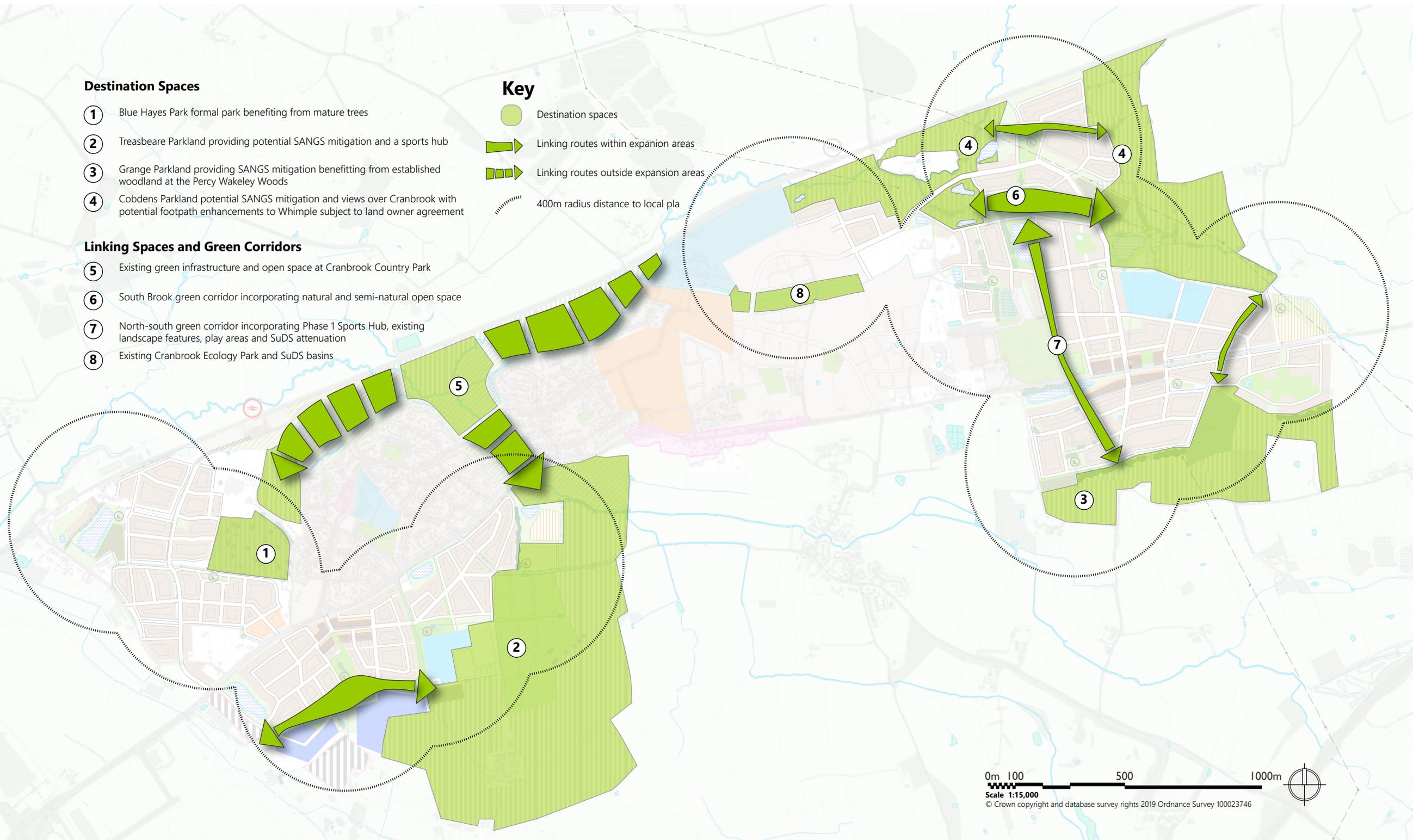
Strategy 47 of the Local Plan, which carries forward Natural England guidance of a minimum ratio of SANGS provision of 8ha per thousand population, requires around 78 hectares of SANGS be provided at Cranbrook. SANGS have to provide circular walks within spaces that are natural in appearance and character and should not be significantly affected by noise, built development, overhead lines or other artificial influences.

How have we responded?

The land identified for SANGS meets the quality and quantum required, subject to suitable enhancements and layout. Its location is split across the four expansion areas but due to land ownership and control matters, would not provide every developer with immediate access to land for SANGS use. Developers must therefore work together, with co-ordination by the Local Authority, to ensure they provide suitable mitigation for their respective developments.

The identification of land for SANGS has also enabled land that is sensitive to change to be retained in its natural state, protecting it from development now and in the future.

Figure 2.6: Green Infrastructure



2.9 Drainage

What does the evidence say?

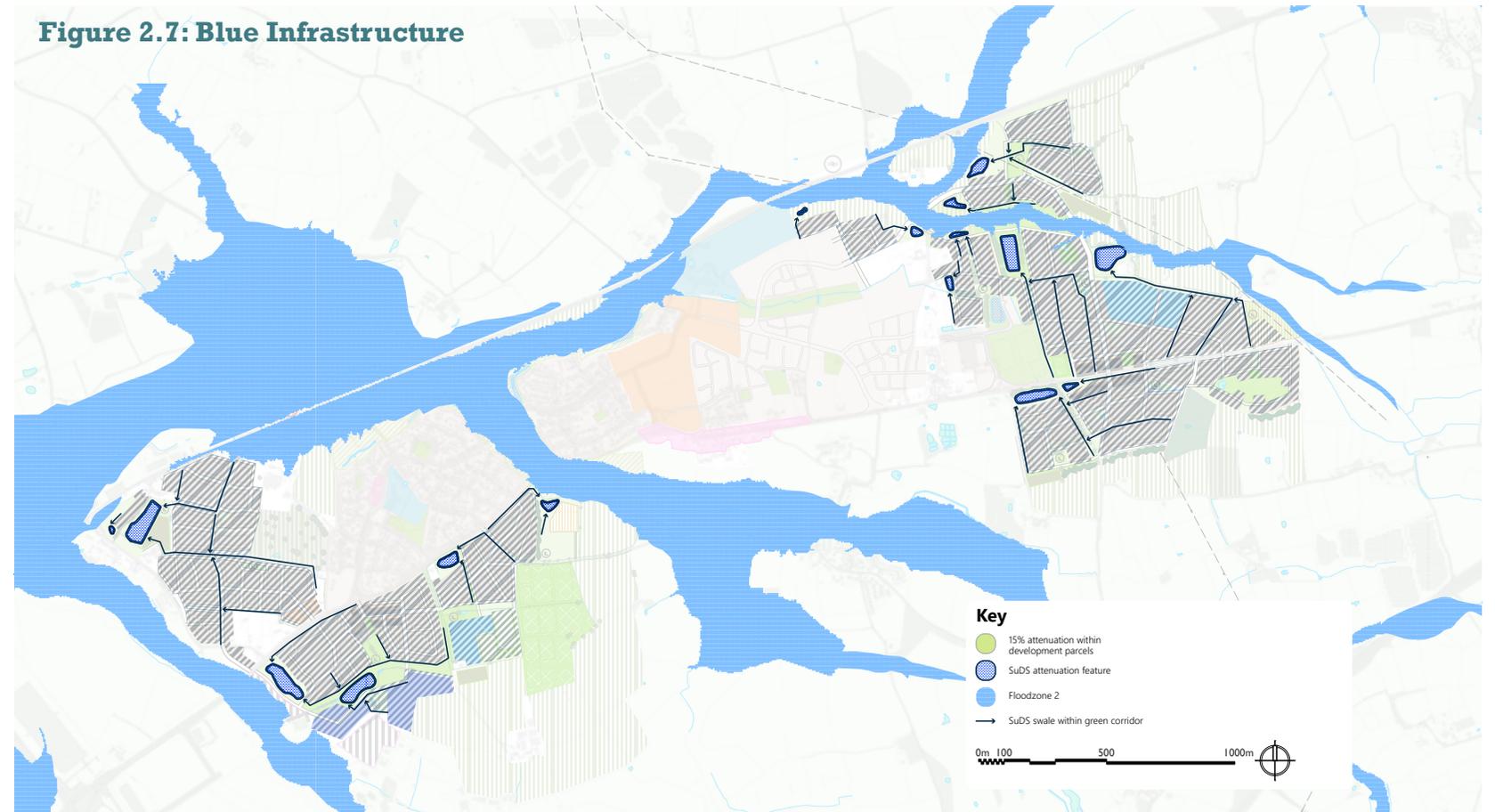
A flood risk review and surface water drainage strategy has been carried out by Golder (June 2017 and updated 2019) which has regard to the Devon County Council Sustainable Drainage Systems Guidance for Devon 2017. Environment Agency (EA) flood mapping shows that the majority of the Cranbrook expansion areas is located within Flood Zone 1, an area with low probability of fluvial flooding. However, some areas are located within Flood Zone 2 and 3.

No development or Sustainable Drainage (SuDS) features should be located within areas of high fluvial flood risk. Areas at risk of surface water (pluvial) flooding are generally associated with the floodplain extents. The underlying geology suggests that drainage features reliant on infiltration may be suitable for much of the site. However there is significant opportunity to attenuate surface water in swales and ponds across the site before discharge to nearby watercourses.

How have we responded?

SuDS features are designed as part of the landscape to store surface water such as ponds, swales and filter strips. SuDS attenuation features are to be integrated with streets, green corridors and open spaces to achieve partial attenuation on each development parcel with the remainder discharging to attenuation ponds.

The masterplan can only set some basic principles for dealing with drainage and works on the basis of allowing adequate space for the worst case scenario in terms of provision of drainage basins. Policy requirements will seek to maximise the use of SuDS features within the housing layout and ensure that any basins are incorporated into open spaces and designed as natural features.



2.10 Overhead power lines

What does the evidence say?

The Cobdens and Grange expansion areas have two overhead power lines (132kV and 33kV) that cut across the site. Both lines are held on steel lattice towers which are quite visually prominent and the land beneath and 15m either side of them cannot be developed whilst they remain in place. As a result the option of undergrounding these lines has been investigated.

A strategy report relating to overhead lines within the proposed expansion area has been prepared by BTS (Strategy Report relating to overhead lines, June 2017) together with an addendum to this in September 2018. The report concludes that due to the amount of land impacted by the 132kV line, there is a viable opportunity to under-ground the section of line that would otherwise restrict development. The viability of under-grounding the 33kV overhead line was also considered but discounted as less development land was likely to be impacted by this line.

How have we responded?

The masterplan proposes undergrounding a 1.5 km section of 132kV power line from a central point within the Cobdens expansion area west of Southbrook Lane to a point east of Gribble Lane and north of Rewe Lane in the Grange expansion area. This frees up over 3 ha of land for development that would not otherwise be available. This enables a significantly more compact and better integrated form of development that ensures that the required housing numbers can be delivered whilst reducing pressure for development in landscape sensitive areas.

2.11 Gypsies and Travellers

What does the evidence say?

Gypsies and Travellers are defined in the Government's Planning Policy for Traveller Sites as "persons of nomadic habit of life, whatever their race or origin". There is a history of gypsies and travellers using the London Road as a route through the area and stopping in the area now occupied by Cranbrook. There have also been temporary encampments in the town in recent years highlighting the need for provision in the area, which is also identified by the Devon Partnership Gypsy and Traveller Accommodation Assessment (GTAA) 2014. In response to this assessment the Local Plan recognises Cranbrook as a location for up to 30 pitches. To help inform site location and design a gypsy and traveller site design guide has also been produced and adopted as a supplementary planning document (SPD) by the Local Planning Authority.

How have we responded?

The masterplan identifies two sites for the provision of gypsy and traveller pitches. These are to be located on the edges of the Cobdens and Treasbeare expansion sites where access to services and facilities as well as the wider road network are available. It is anticipated that the sites will accommodate approximately 15 permanent pitches between the two.

2.12 Noise

What does the evidence say?

A Noise Impact Assessment of the adjacent Exeter Airport has been prepared by Bickerdike Allen Partners (Updated Noise Impact Assessment, May 2016). Noise sources include airborne noise and ground noise including high power engine noise produced during aircraft testing and maintenance. The different types of noise and issues to be considered are summarised in the table below.

The assessment shows that a significant part of land within the Treasbeare area is affected by noise levels to an extent where residential development would normally be opposed. If the source of noise created by engine testing was mitigated by a dedicated engine test pen the effects of noise could be reduced to a level that would facilitate residential development if sufficient noise mitigation is provided for in the design and planning as well as in the implementation of any development.

Airport Noise Table

Noise Source	Issues
Airborne Aircraft	Consider average noise effects during day and night as well as noise from individual movements where relevant, such as at night for dwellings.
Ground Activities	Consider noise effects from engine testing activity (assessed as maximum noise levels due to the nature of the activity) as well as from general aircraft taxiing and apron activity
General Airport Activity	For example, from vehicular movements and stationary plant

How have we responded?

The masterplan takes account of the World Health Organisation recommendation that exposure average noise levels above 55 dB is harmful to health. An engine testing pen can be built on the airport premises to reduce noise from engine testing and increase the area of land available for development. There will still need to be a series of mitigation measures included within the fabric and orientation of buildings to further reduce noise levels experienced by the occupants (arising from standard airport operations and engine testing).

The development area identified in Treasbeare by the masterplan is based on the assumption that this engine testing pen is constructed and tested prior to housing construction in this area.

The constraints and opportunities plan (figure 3.1, page 27) identifies the likely residual noise constraint following mitigation.

2.13 Airport Safeguarding

What does the evidence say?

Tall buildings can have an impact on the airports navigation systems distorting radar signals. Advice from the airport operators tells us that these systems while currently effective were not designed to take account of the levels of development now proposed around the airport. Updating of these systems will reduce the area over which there is an impact. Currently however developments for buildings over 2 storey's in height will need further assessment to ensure that they do not have a harmful impact on airport safety requirements.

How have we responded?

The masterplan proposes development within an area that affects the airport's navigation systems. As a result, in advance of the navigational systems being upgraded, developers will be required to model buildings which exceed the threshold height, to make any design modifications that are necessary to ensure that the beam on the navigational aids systems is not distorted and, if necessary, to contribute to the cost of a new system before such development is allowed.

3. Design principles

3.1 Introduction

The design principles have developed using the evidence documents and influenced by the constraints and opportunities at Cranbrook. All of the principles discussed opposite aim to maximise the health and wellbeing of the residents of Cranbrook and ensure that the town is a healthy and vibrant place. The plan on page 27 summarises potential constraints and opportunities that inform the masterplan.



Principle 1: Compact urban form

- The masterplan shall establish a compact urban form where all residential neighbourhoods are within walking distance of attractive open spaces, community spaces and amenities.
- The masterplan shall maximise coherent developable land within each expansion area through measures including:
 - the use of a connected grid arrangement;
 - the introduction of a dedicated engine testing pen at Exeter Airport to mitigate engine ground running noise; and
 - the undergrounding of the 132kV power line which would otherwise cause serious fragmentation of the Cobdens and Grange development parcels; risk spreading development into landscape sensitive areas; and would undermine the deliverability of the plan

Principle 2: Higher density housing and amenities close to the key movement corridors

- The masterplan shall locate mixed use and or neighbourhood centres to the east and west of Cranbrook to ensure good access for all future occupiers
- Higher density, active frontages and integrated pedestrian crossings shall be used to change the character of the London Road to an active space forming a legible gateway to the town
- Mixed-use employment and un-prescribed uses including shared community space shall be provided within each of the expansion areas
- Housing typologies shall be introduced to help define character areas and focus a proportionally higher number of properties around neighbourhood centres and mixed use areas.

Principle 3: Strong links between Cranbrook, Cranbrook station and employment areas

- The masterplan shall locate employment adjacent to Skypark to provide 'stepping stone' space for B class employment, community studios and workshops.
- Legible safe routes for pedestrians cyclists and vehicles through Bluehayes and Treasbeare shall provide connectivity between the employment areas and Cranbrook Station.

Principle 4: The identity of Cranbrook shall be informed by landscape features and character

- Cobdens and Grange shall be focused around a neighbourhood centre with higher density development radiating out to lower density areas where there is greater landscape sensitivity.
- Open space shall be located over higher ground with views over Cranbrook and the wider countryside promoting legibility and identity whilst preserving the wider setting to Rockbeare and Whimple.
- Established landscape features shall be retained and integrated within parks, green corridors and informal open space.

Principle 5: Attractive pedestrian and cycle routes for commuting and leisure

- The masterplan provides attractive and legible cycle and pedestrian routes within green corridors to key destinations and strategic cycle routes (in addition to shared routes with vehicles).
- Direct routes shall be provided for walking and cycling within green corridors and public open space.
- A high quality cycle route shall be created through the town along the London Road.
- The masterplan promotes existing quiet lanes and proposed cycleways between Cranbrook and its neighbouring villages and north of the railway line for recreation in the wider countryside
- Footpaths between Cranbrook and Whimble shall be created and enhanced subject to land owner agreement.

Principle 6: Integration with public transport

- The movement strategy (Urban Engineering Studio, August 2017), identifies that new bus services comprising a loop around the town and serving the expansion areas, town centre and railway station(s) could also link with a new bus interchange to connect with existing services.

Principle 7: Health provision

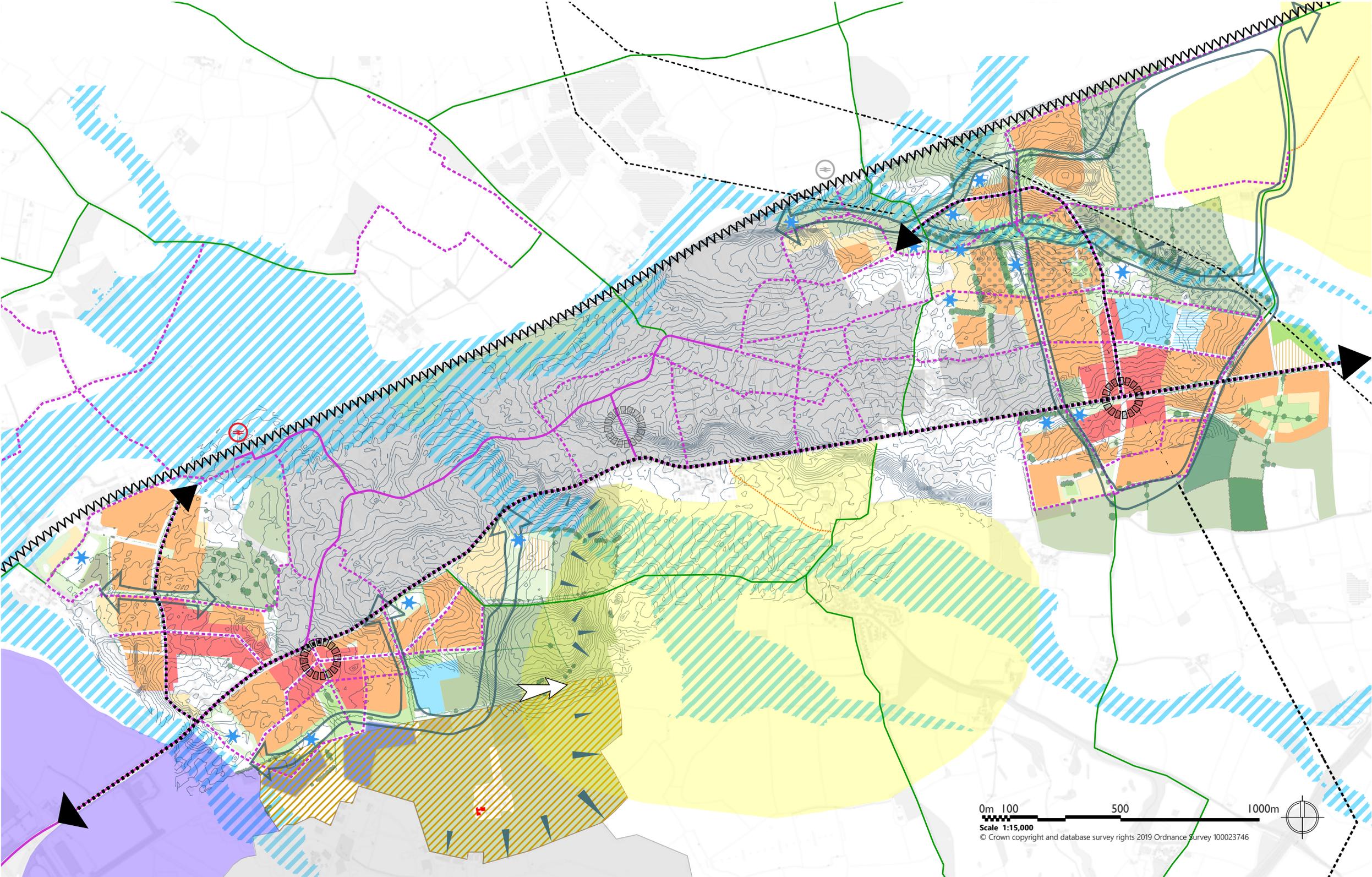
- It is anticipated that health and wellbeing hubs shall be co-located with other community and cultural activities within neighbourhood centres. This will help to deliver a new model of healthy living, in line with the NHS long term plan of reducing ill health and Cranbrook’s involvement in the NHS Healthy New Towns Programme and Sport England Local Delivery Pilot.

Figure 3.1 opposite summarises the opportunities and constraints that have been considered through the masterplan process. This is followed by the masterplans for each of the expansion areas.

Key

	Contours		Potential segregated cycle routes
	Public footpaths		Cranbrook station
	Quiet cycle routes		Potential Cranbrook station
	Existing segregated cycle routes		Retained established vegetation
Potential constraints			
	Residual noise constraint after mitigation of engine testing		Medieval field origin
	Overhead powerlines for undergrounding		Physical barrier
	Overhead powerlines with 15m development offset either side		Prominent slope
	Setting to Whimble and Rockbeare		Treasbeare farmhouse Grade II listed
	Flood-zones 2 and 3		Sky Park and Exeter Distribution business parks
Potential opportunities			
	Primary movement route		Vehicle access
	Local amenities		Pedestrian / cycle access
	Higher residential density		Green infrastructure and links
	Medium residential density		Potential SANGS
	Lower residential density		SuDS feature
	Stepping stone employment space		Views out

Figure 3.1: Masterplan Constraints and Opportunities



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4. Masterplan

This section describes the masterplan in greater detail and the character that is envisaged within each area.

4.1 Blue Hayes

Blue Hayes is the least constrained of the expansion areas and could accommodate around 960 homes. Higher densities and a semi-formal grid street pattern establish a highly legible character to this area. The focus of activity will be the mixed use area on the London Road/ main street junction. Active frontages of at least three stories in height will define the Main Street and key spaces.

On the western side of the expansion area is green space that includes allotments, play area and surface water attenuation and provides a green separation from Broadclyst Station to the west. To the east an existing area of attractive parkland will be incorporated into the proposals and used as a formal park with routes which could connect with the SANGS land to north of Blue Hayes lane.



Figure 4.1 Newhall, Harlow

Wide main street with active frontages and 3-4 storey buildings providing a sense of enclosure

Masterplan notes

- ① Mixed use area with employment, located on the frontage with the London Road and providing a focus to this route into the town.
- ② A strong frontage along the route through Bluehayes will help provide a sense of place
- ③ Blue Hayes Park- a formal park within a mature landscape setting will be incorporated into the proposals and, subject to landowner consent, provide attractive and connected routes to the railway station.
- ④ A landscaped area of green and blue infrastructure, comprising allotments, play area and attenuation basin will provide a pleasing backdrop to the development and an attractive setting for existing properties.
- ⑤ A central junction enclosed by three storey development shall be the focus for a highly legible and well connected series of routes linking Station Road, Cranbrook Station, the mixed use area and London Road.
- ⑥ A strategic corridor will provide a visual connection and integration with Bluehayes Park that should be framed by built development
- ⑦ Pedestrian and cycle link to Blue Hayes Lane shall be connected to Phase 1 Cranbrook via existing streets such as Alma Villa Rise and / or Best Park and provide a strategic link to Cranbrook railway station
- ⑧ Direct pedestrian and cycle links shall be provided through the development parcels to open space areas.

Figure 4.2: Bluehayes



- Key**
- Residential
 - CUstom and self-build residential
 - Custom and self-build mixed-use area
 - Allotment site
 - Park
 - Parkland and SANGS
 - Informal open space
 - Play area
 - Existing vegetation retained in public realm
 - SuDS attenuation feature
 - Existing railway station
 - Primary movement routes
 - Secondary movement routes
 - Green lanes / cycle paths
 - Potential vehicle access
 - Potential pedestrian access

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4.2 Treasbeare

Treasbeare could accommodate around 915 homes using a range of housing typologies. It is envisaged that the western flank of development will play a critical role in acting as the main frontage to the town recognising its elevated position and open views from the London Road. A neighbourhood centre that fronts onto the London Road has the key role of linking Treasbeare with Cranbrook Phase 1 as well as forming a gateway into the expansion area itself.

The character of this area shall reflect the topography of the site and shall accommodate higher densities within the northern and western areas to reflect the site's prominent location and relationship to employment areas, the proposed neighbourhood centre, the station and established development. To the east lower densities and a less formal street pattern will reflect the more varied topography and rural edge. Parkland will provide a landscaped setting to the scheme with opportunities to provide new footpaths and cycle routes to Rockbeare and other parts of Cranbrook.



Figure 4.3 Upton, West Northampton

Homes overlooking blue and green infrastructure

Masterplan notes

- ① A Neighbourhood centre with retail/ employment shall front London Road to ensure that it is well placed commercially but also acts as a gateway into the expansion area.
- ② 'Stepping Stone' employment will provide B class employment, community and studio workshops as part of the 'business ladder' and cultural development strategies.
- ③ Cycle and pedestrian links to Sky Park will help to secure an integrated and sustainable development that works with and respects its context.
- ④ Residential frontages to London Road will be set back behind a landscaped frontage incorporating managed hedgerows retaining existing features where appropriate.
- ⑤ The sports hub will be located on the high plateau to the east of the site and cascade down the west facing slopes to ensure that uses which are more likely to require flood lighting are set below the ridge.
- ⑥ Natural Green space which has the potential to be used for SANGS will be retained on outward facing slopes with open views to and from Rockbeare.
- ⑦ Opportunity to provide connected SANGS (with provision in Grange) and new footpath connections to Rockbeare and Cranbrook Phase 1 .
- ⑧ Opportunity to promote Parsons Lane as a cycle link to Rockbeare and the wider Cranbrook expansion area.
- ⑨ Traveller/ gypsy provision shall be located on the eastern side of the site accessed from Parson Lane, but within walking distance of Cranbrook's facilities and amenities. The Site shall be self- contained and separate from the main housing area. Plots will be provided within a framework of trees and planting.
- ⑩ A 2 Form Entry Primary school is located centrally within the area so that it is well connected with both the sports hub and Neighbourhood centre. In this location, it helps to strengthen the character and community of this expansion area while serving the majority of its catchment within easy walking distance.

Figure 4.4: Treasbeare

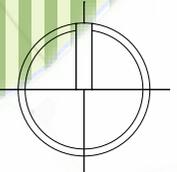
Key

-  Residential
-  Custom and self-build residential area
-  Custom and self-build mixed use neighbourhood centre
-  'B' class employment / low cost workshop and studio space
-  Two-form entry primary school
-  Land safeguarded for renewable energy generation
-  Gypsy and Traveller site
-  Play area
-  Sports pitches
-  Sports pitches with flood lighting
-  Allotments
-  Park
-  Parkland and SANGS
-  Informal open space
-  Existing vegetation retained in public realm
-  SuDS attenuation feature

-  Primary movement routes
-  Secondary movement routes
-  Green lanes / cycle paths
-  Potential vehicle access
-  Potential pedestrian access
-  Proposed stop for rapid bus service



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4.3 Cobdens

Cobdens could accommodate around 1495 homes. The southern part of Cobdens is well related to London Road where higher density homes and a neighbourhood centre will form an active gateway to Cranbrook. The main street from London Road links the centre with Cobdens Primary School and other residential areas.

At the northern extent of Cobdens and at Lower Southbrook, semi-natural open space with established trees and hedgerow will form the setting to lower density residential areas with a stronger village character. The natural green space (SANGS) to the east will provide impressive views over Cranbrook and create a robust boundary to development as well as protecting the setting to Whimble. Footpath and cycle routes will be promoted through the Country Park.



Figure 4.5 Thickett Mead, Midsomer Norton

Successful integration of retained hedgerow and trees provide a mature landscape structure

Masterplan notes

- ① Neighbourhood centre with retail/ employment frontage to London Road.
- ② School located centrally on key pedestrian/ cycle and vehicle route.
- ③ Terminal pylon- 132kV cables shall be grounded around this point to maximise developable land and minimise its disruption on the character and coherence of the neighbourhood – both in terms of the green space and functioning of SANGS and the built form and associated layout.
- ④ Lower density development and established landscape features (including attenuation pond) shall create a ‘village’ character around Lower Southbrook.
- ⑤ Traveller/ gypsy site shall be located on London Road within walking distance of Cranbrook’s facilities and amenities. The Site, east of Higher Cobden Lane, shall be self-contained, accessed separately from the main housing area and provided with additional grazing land. Plots will be provided within a framework of trees and planting.
- ⑥ A continuous north south corridor of open space shall extend through the development providing a recreational pedestrian/cycle route between the sports hub and play area with good access to surrounding houses. The corridor shall include retained trees hedgerow and SuDS features.
- ⑦ The river shall form an open green space corridor through the development.
- ⑧ Higher Cobden hill which falls outside of the plan area will continue to provide an attractive backdrop to the town. Access to the lower slopes will provide views over the town and will include walking routes and connections to the wider footpath network.
- ⑨ Opportunities to promote recreational footpaths and cycle links to Whimble using existing footpaths, quiet lanes and potential new routes.
- ⑩ Vehicular access to the proposed station shall be via the primary route through the site and a short section of Southbrook Lane.
- ⑪ A direct pedestrian and cycle route to and from the proposed train station shall be provided.
- ⑫ Opportunity for pedestrian/ cycle only link to quiet routes and proposed cycle paths north of the railway line.
- ⑬ Pedestrian and cycle link to Cranbrook phase 1.
- ⑭ Vehicular link between Cranbrook phase 1 and the expansion area.

Figure 4.6: Cobdens



Key

- Residential
- Custom and self-build residential area
- Custom and self-build mixed-use neighbourhood centre
- 3 Form entry primary school
- Special Educational Needs (SEN) school
- ♿ Play area
- Allotment site
- Park
- Parkland and SANGS
- Informal open space
- Existing vegetation retained in public realm
- ☒ SuDS attenuation feature
- 🚆 Proposed second railway station
- Primary movement routes
- Secondary movement routes
- Green lanes / cycle paths
- Potential vehicle access
- Potential pedestrian access

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4.4 Grange

Grange could accommodate around 800 homes. Grange is well related to London Road and all parts of this Site area will be within 400m of this main movement corridor. It is envisaged that established trees and hedgerow shall provide a mature landscape structure for residential areas. Green corridors of open space shall form attractive routes through this Site area to northern development areas, Rockbeare and Whimble via new and existing footpaths and quiet lanes.

Masterplan notes

- ① Neighbourhood Centre with retail/ employment frontage to London Road.
- ② Terminal pylon- 132kV cables shall be grounded around this point to maximise developable land and minimise its disruption on the character and coherence of the neighbourhood.
- ③ Cycle route to Rockbeare, Parsons Lane, Cranbrook Phase 1 and the wider Cranbrook expansion area.
- ④ Pedestrian/ cycle link to the Country Park and routes to Whimble.
- ⑤ Existing vegetation together with new structure planting shall provide a robust edge to development.
- ⑥ Important trees and hedgerow shall be retained as an integral part of the scheme.
- ⑦ Gribble Lane shall be rerouted to ensure good connectivity and integration with the new neighbourhood centre and continued access to existing residential properties.
- ⑧ Green Lane to provide good connection north-south and linking with the sports hub in Cranbrook Phase 1



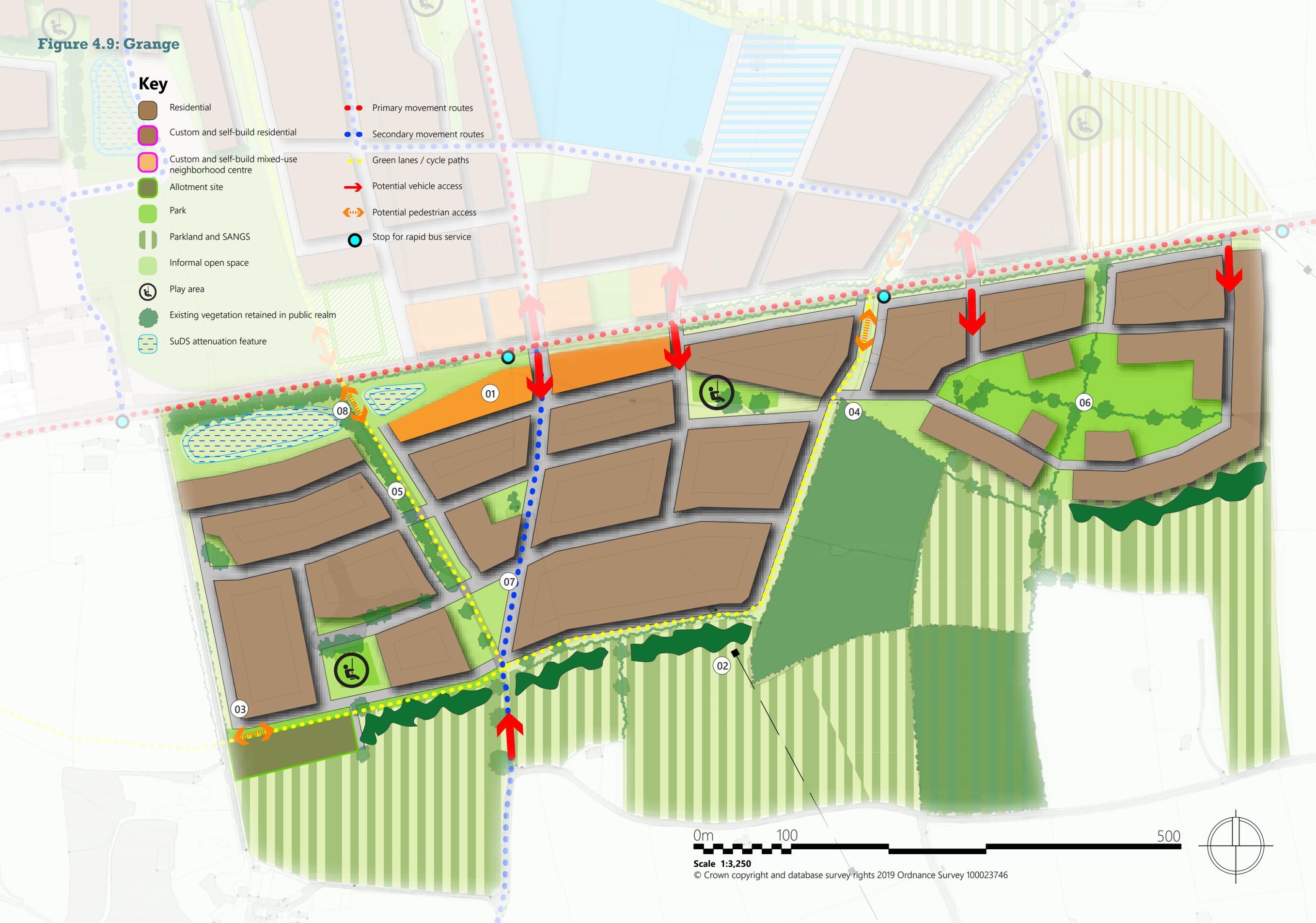
Figure 4.7 and 4.8 Lime Tree Square, Street

A mix of house types, and densities together with formal and informal public open space

Figure 4.9: Grange

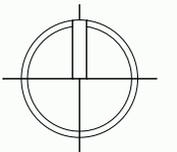
Key

- Residential
- Custom and self-build residential
- Custom and self-build mixed-use neighborhood centre
- Allotment site
- Park
- Parkland and SANGS
- Informal open space
- ♿ Play area
- Existing vegetation retained in public realm
- SuDS attenuation feature
- Primary movement routes
- Secondary movement routes
- Green lanes / cycle paths
- Potential vehicle access
- Potential pedestrian access
- Stop for rapid bus service



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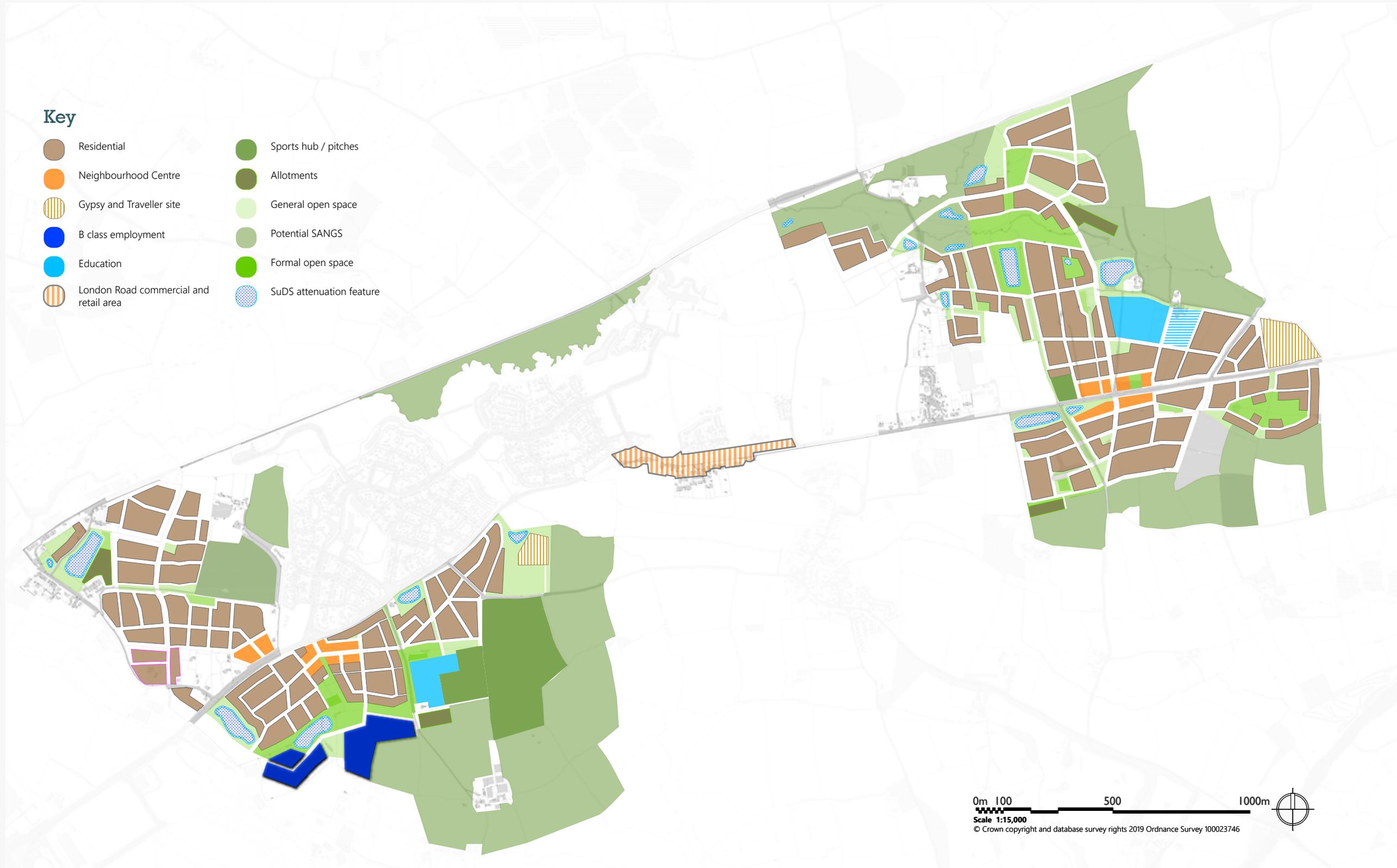


5. Land budget

The table below and figure 5.1 opposite set out the land uses and likely areas associated with the expansion of Cranbrook

Description	Area (ha)				
	Blue Hayes	Treasbeare	Cobdens	Grange	Total
residential	22.28	21.29	36.40	18.96	98.93
mixed use neighbourhood centre (residential / B class employment / retail)	0.91	1.33	1.20	1.14	4.58
traveller site	-	1.06	2.50	-	3.56
B class employment	-	4.93	-	-	4.93
education	-	2.00	4.25	-	6.25
sports hub including landscaping and structural planting	-	10.90	0.50	-	11.40
allotments	0.56	0.54	0.88	0.47	2.45
general open space and green infrastructure including parks, green corridors, play areas and SuDS attenuation features	11.81	15.93	27.72	6.36	61.82
highways infrastructure	2.38	2.37	4.80	1.69	11.24
energy centre expansion	-	2.06	-	-	2.06
Total area	37.94	62.41	78.25	28.62	207.22
Potential SANGS					116.00

Figure 5.1: Land budget plan



6. Scale

The table below and figure 6.1 suggest densities and building heights that are likely to be appropriate within the expansion areas. Higher densities and greater massing is focused to the west and lower densities with a looser urban form are proposed to the east.

6.1 Density

Higher density development (46-55dph) shall be focused around the neighbourhood centres and on main movement routes, London Road and the primary route through Blue Hayes. Medium densities (36-45dph) will be located on primary and secondary routes and lower densities (25-35dph) within areas of greater landscape sensitivity.

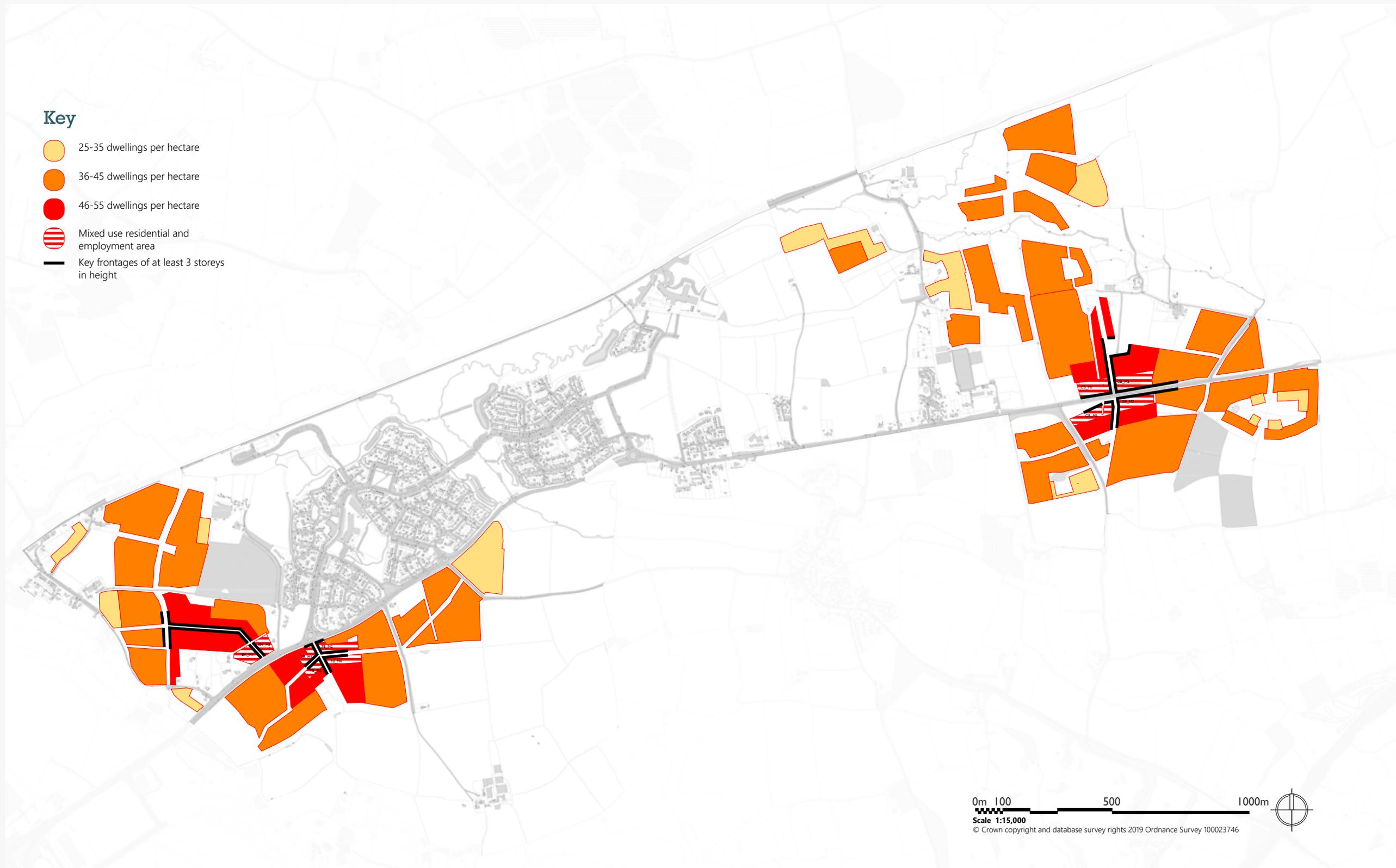
It is expected that a greater proportion of affordable housing could be provided within higher density areas, as the Council's housing mix requires a greater percentage of smaller units for affordable provision.

Average density (net)	Area (ha)	Dwellings
46-50 dwellings per hectare	16.80	800
36-45 dwellings per hectare	73.9	2955
25-35 dwellings per hectare	13.8	415
Total dwellings	99.9	4170

6.2 Height

Building storey heights will generally be two to three stories across the development. Taller buildings are to be used to provide enclosure and frame spaces. Within areas of higher density development, building heights will be at least three stories to address the main movement routes and public spaces. Buildings over two storeys will be subject to further assessment of their impact on the aircraft navigation systems through the planning application process.

Figure 6.1: Building heights and density plan



7. Delivery

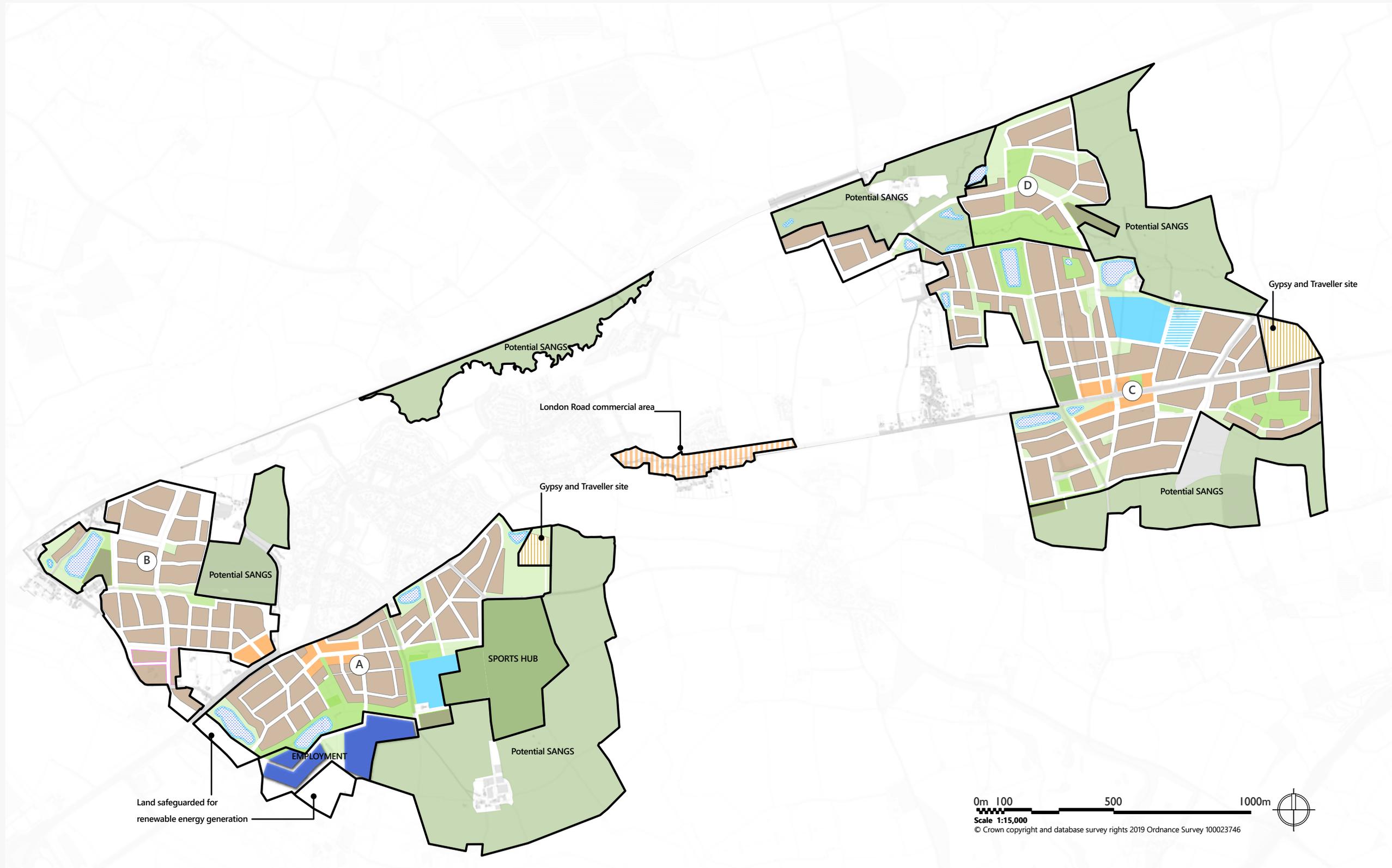
It is anticipated that land parcels would be linked to specific infrastructure triggers. A phasing strategy would be subject to discussion with the District Council, County Council, developers and land owners and would form part of a Design Code for the delivery of Cranbrook. The table and plan opposite provides a summary of how it is anticipated the scheme could come forward.

In summary:

- Parcel A is expected to be delivered early to establish development on both sides of the road and establish a link to Skypark. This parcel will deliver a neighbourhood centre, employment area and a primary school. The western portion of this parcel can only be delivered once ground engine testing noise associated with the airport has been mitigated. The Authority is willing to help deliver the Gypsy and Traveller site early within the phasing programme for this area to assist with certainty and deliverability.
- Parcel B would deliver an important link to the station and improve the link to Broadclyst. Development of this parcel would also enable public access to Bluehayes park as part of the SANGS mitigation.
- Parcel C would deliver the eastern neighbourhood centre and school. To enable this parcel to come forward with higher densities focused around London Road, the existing 132kV power lines will need to be grounded.
- Parcels D would be linked to the creation of new rural footpaths and footpath enhancements between Cranbrook and Rockbeare.

Parcel	Housing	Infrastructure
Parcel A	915 homes	Airport engine testing noise mitigation London Road primary access Completion of neighbourhood centre School campus Unprescribed community and meanwhile use Potential SANGS Gypsy and Traveller site Sports hub
Parcel B	960 homes	Open space Neighbourhood centre London Road primary access Station Road secondary access Primary street to railway station and Phase 1 Pedestrian/ cycle links to railway station and Phase 1 Unprescribed community and meanwhile use
Parcel C	1935 homes	Grounding of 132kv power lines School campus with SEN facility Neighbourhood centre London Road primary access Potential vehicle link to Phase 1 via Ingram Land Potential pedestrian/ cycle links to Phase 1 via Ingram/ Farland Land London Road segregated cycle route to extend to eastern neighbourhood centre Commence Country Park providing potential SANGS Gypsy and Traveller site
Parcel D	360 homes	Creation of new rural footpaths and footpath enhancements between Cranbrook Phase 1, Rockbeare, Whimble, Cranbrook Treasbeare and Cranbrook Grange

Figure 7.1: Land parcels



8. Conclusion

This masterplan provides a framework for the future expansion of Cranbrook and reflects East Devon District Council's vision and aspirations for the town.

Planning policy will be set out in the Cranbrook DPD in order to reflect the content of this masterplan and other supporting documents comprising:

- Cranbrook Site Planning for Health and Wellbeing: Guidance for Policy Development (IBI Group and University of the West of England, December 2016)
- Cranbrook in Common: A cultural development strategy 2016-2026 (Ginko, June 2016)
- The Economic Development Strategy for Cranbrook (EDDC)
- Cranbrook Masterplan Movement Strategy (The Urban Engineering Studio, August 2017)
- Masterplan Option Testing (Space Syntax, May 2017)
- Landscape and Visual Baseline (Hankinson Duckett associates, June 2017)
- Updated Noise Impact Assessment (Bickerdale Allen Partners, May 2016)
- Sports, Leisure and Recreation at Cranbrook (EDDC, March 2015 and 2017 Addendum)
- East Devon Playing Pitch Strategy (EDDC, June 2015)
- Sustainable Drainage Systems, Guidance for Devon (Devon County Council, January 2017)
- Strategy Report relating to overhead lines (BTS, June 2017)
- Devon Partnership Gypsy and Traveller Accommodation Assessment (RRR Consulting, 2014)
- East Devon Gypsy and Traveller Site Design and Layout SPD (EDDC, February 2017)

High quality design and implementation shall add significant value to the scheme and to achieve this it is anticipated that future applications shall be accompanied by an over arching Design Code document which demonstrates a co-ordinated approach to the expansion areas and integration with phase 1. The Design Code shall build upon this masterplan and associated design strategies.



