

Statement for the examination of the Cranbrook DPD

Response to the Inspectors Matters Issues and
Questions

Matter 9: Infrastructure Delivery

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Issue 12: Is the Infrastructure Delivery envisaged by Policy CB6 justified and realistic?

Response	Inspectors Question(s)
<p>1.1 What is the Council’s rationale for infrastructure delivery in the manner set out in the plan; which elements are negotiable, and which are fixed? What is the cumulative impact of the infrastructure requirements on viability?</p>	<p>Q125 - Rationale for infrastructure delivery</p>
<p>1.2 Background and update</p>	
<p>1.3 Through extensive consultation with stakeholders and other interested parties, the Council has identified a number of elements of infrastructure which are necessary in order to deliver sustainable development and a planning process that delivers on Policy CB1, embedding positive health and well-being outcomes into the expanded community of Cranbrook.</p>	
<p>1.4 Items listed within the allocations policies (CB2 – CB5 inclusive) and those in the IDP have been assessed against the tests set out in paragraph 56 of Framework and are considered:</p> <ul style="list-style-type: none"> a) Necessary to make the development acceptable in planning terms; b) Directly related to the development; c) Fairly and reasonably related in scale and kind to the development. 	
<p>1.5 All items have been fully costed, including an update to a number of the Devon County Council costs which reflect the latest evidence and the</p>	

concerns raised by the County Council in their pre-submission consultation response. The original costs have been used in the full viability testing work that has been undertaken, and with the plan read as a whole, found to be viable. This work has been evidenced in Cran063 and 64. While the increases by the County place an additional £2.09M onto the total S106 obligations sought, this is a relatively small proportion of the overall costs sought and within the headroom previously identified through the viability testing work.

- 1.6 The Viability Study (paragraph 6.4.5) recognises that the permitted development at Cranbrook has benefited from significant investment from the public sector in past and the Council remain committed to drawing in such funding going forward to support delivery of the identified infrastructure. The table set out in appendix 2 demonstrates where funding has successfully been obtained from the public sector for infrastructure delivery in Cranbrook and the wider 'West End' of the district since 2011. The total public sector investment set out within the table amounts to some £125m, mostly from grants but also through some loans.
- 1.7 In addition, and as an example of such proactive approach going forward, the Council has already approached the Department for Business, Energy and Industrial Strategy (BEIS) and secured a grant to undertake an energy study which addresses how District heating can be rolled out going forward (see Matter 2, Appendix 2).
- 1.8 Currently the allowance for district heating within the obligations budget amount to some £20M which is a significant proportion of the overall ask. Subsequent to the study concluding in the spring of 2020, the expectation is that the Council will be in a position to seek a significant capital contribution from BEIS to support the roll out. This would

significantly reduce the S106 burden that is currently identified through the IDP.

1.9 Distribution

1.10 For Cranbrook Phase 1 there has been no need to devise a mechanism whereby costs are spread across different expansion areas and different developers due to the existence of a formalised developer consortium. However it is apparent that such a consortia will not exist for Cranbrook going forward. This has the potential to present huge challenges and has necessitated the consideration of different methods for infrastructure delivery.

1.11 The most traditional method would simply be to proportion all costs associated on a unit by unit basis, collect these as a S106 off site contribution and then procure delivery of the various assets. However with such a complex development process spanning in excess of 10 years this results in significant risk to delivery and unless forward funding arrangements can be secured by one of the Local Authorities, may result in much of the infrastructure being delivered late in the plan period when sufficient monies had been collected.

1.12 The framework for the alternative method which is proposed for the expansion area categories all infrastructure identifying those components which are evenly spread across the whole plan area and required by all development, those which are site specific (for which there is an expectation that the host developer will deliver) and a third category which comprises off-site development/obligations and which are used to balance the requirements associated with category 2.

1.13	<p>The transfer of the infrastructure requirements into the three categories within Policy CB6 does not rank them by their level of importance but the mechanism for delivery. It is the means by which the Policy approach and IDP work together to ensure delivery and importantly allows the equalisation approach which is advocated. Essentially it provides a framework to find a fair and proportionate method of delivering the identified infrastructure while maximising the chances of early delivery.</p>	
1.14	<p>Across the plan area, all items up to the total amounts set out (noting that some items are not fully funded through the Cranbrook expansion) should be achievable. However in the event of changes to the viability for the town's expansion and if reductions became necessary then consideration would have to be given first to those items identified as desirable rather than those which are critical or important. In this regard the labelling of projects is a means by which prioritisation is ascribed.</p>	
1.15	<p>Is the Cranbrook Infrastructure Delivery Plan justified and effective? To what extent are the 'strategic' infrastructure projects identified in the IDP necessary for the delivery of the Plan? Is the infrastructure proposed deliverable?</p>	<p>Q126 - Justification and effectiveness of the IDP</p>
1.16	<p>The Cranbrook IDP is the working document that facilitates the three categories of infrastructure identified within Policy CB6. It is considered to be effective in categorising each of the infrastructure requirements and is clear for all to understand the contributions to which they would be beholden and ultimately is the means by which timely delivery of infrastructure can occur. As set out within the response to Q125, it is again considered that the items identified are necessary, directly related to the development and fairly and reasonably related in scale and kind - the tests set out in paragraph 56 of Framework. To clarify, the identified</p>	

	<p>infrastructure is only that needed in respect of the expansion area housing i.e. there is no attempt to make up previous shortfalls from either Cranbrook phase 1 or elsewhere in the district.</p>	
<p>1.17</p>	<p>One short coming of the IDP which has been identified within the consultation responses last year is the concern that while there is an equalisation of costs associated within the delivery of the infrastructure it failed to take into account the cost of the land take. This is considered a fair criticism and therefore an updated version of the IDP January 2020 (appendix 1) is appended to this statement. This builds into the equation a cost for equivalent land take associated with category 2 infrastructure, a cost for the land take associated with land only requirements and includes the DCC update referenced in Q125.</p>	
<p>1.18</p>	<p>The IDP recognises that Treasbeare and Cobdens have higher burdens re. infrastructure delivery. How will this policy ensure that these costs are balanced to equate the burden between the remaining expansion areas?</p>	<p>Q127 - Balancing costs of infrastructure between expansion areas</p>
<p>1.19</p>	<p>It is recognised that Treasbeare and Cobdens have higher on-site cost burdens associated with Section 106 obligations. In addition it is recognised that this has the potential to affect cash flow for the developers building out these two areas and therefore the Council will be working with these developers on their phasing and delivery plans.</p>	
<p>1.20</p>	<p>However while the developers have a higher on-site cost burden, they would proportionally contribute far less to off-site infrastructure – e.g. that found within the town centre. In this regard development of Bluehayes and Grange would pay a much higher off-site contribution to</p>	

	<p>balance their limited on-site infrastructure requirements. Policy CB7 is structured in such a way that this approach is facilitated.</p>
<p>1.21 How might infrastructure provision/requirements be better balanced between Cobdens and the Grange?</p> <p>1.22 Based on the Infrastructure Delivery Plan and Policy CB7 which shares costs equally between all four expansion area the Council do not consider a revised balance in Infrastructure delivery between Cobdens and Grange is required.</p> <p>1.23 However if the Inspector is minded it might be possible to transfer requirements for serviced land for a place of worship and parsonage, together with serviced land of least 1ha for the cemetery from Cobdens to Grange. Such uses could work with the community hall that the Grange is already required to deliver and maintain the place making approach that is advocated throughout the plan. Beyond this limited rebalancing it is considered that to try to split up or transfer other uses would undermine the co-location of uses and the strategy that underpins the clustering of uses.</p>	<p>Q128 - Balancing infrastructure between Cobden's and the Grange</p>
<p>1.24 How will a fair allocation of costs/responsibilities be achieved?</p> <p>1.25 The fair allocation of costs is set out within the Cranbrook IDP and the principles for this established through Policy CB6 which would part of the Development Plan. It represents a transparent clear and logical approach that demonstrates equity for developers of all allocations.</p>	<p>Q129 - Achieving a fair allocation of costs/responsibilities</p>

1.26	In terms of the responsibilities for delivery, these would lie with the respective developers for onsite infrastructure and the Council/Town centre developers for offsite contributions collected towards off site infrastructure – which in this case is primarily focussed on the town centre.	
1.27	Is Policy CB6 justified and effective? Are the infrastructure requirements consistent with national policy?	Q130 - Justification and effectiveness of Policy CB6
1.28	Policy CB6 puts in place a transparent mechanism which allows the delivery of important infrastructure across the Cranbrook Plan area in a fair and equitable manner.	
1.29	<p>Tests with National Policy are set out in paragraph 56 of the Framework and requires that obligations are:</p> <ul style="list-style-type: none"> a) Necessary to make the development acceptable in planning terms; b) Directly related to the development; c) Fairly and reasonably related in scale and kind to the development. 	
1.30	In this instance it is considered that the approach set out within Policy CB6 and upon which future Section 106 agreements would meet these tests.	
1.31	In essence the delivery of in excess of 4,000 houses requires significant infrastructure and investment to support the future resident population and all obligations contained within the IDP have been checked for necessity. This has been further broken down into three levels of priority	

	<p>– critical, important and desirable. While desirable is seen as the lowest tier of priority, they nevertheless remain necessary where viability permits.</p> <p>1.32 The obligations identified relate to the development of Cranbrook and where for instance it is not considered that the development across all four expansion areas should support the full delivery of a particular item only a proportionate contribution is sought. This is most readily noted for the Special Education Needs development within Cobdens where only the land and a partial development cost (itself offset against an otherwise over provision of land) is recorded within the IDP.</p> <p>1.33 The Third test focusses on the need for obligation to be fairly and reasonably related in scale and kind. It is the application of this part of the test that allows for the cost equalisation method proposed, to be employed. Over a relatively small geographic area (that of a single town) it is a method that ensures that infrastructure can be delivered across the town to which all residents of the expansion areas would benefit and the costs for which would be shared equally. On this basis, it is considered the Policy CB6 is justified and effective.</p>	
<p>1.34</p>	<p>What is the purpose of the Built-Up Area Boundaries (BUAB) reference in Policy CB6? Why would the allocation boundaries in CB2 to CB5 and the stand-alone policy CB8 be insufficient?</p> <p>1.35 The reference to the Built Up Area Boundary within CB6 is not required.</p> <p>1.36 It is suggested that this should form a modification to the plan and the term replaced with the “Plan Area”. Such an approach would ensure that any windfall development or departure development that was</p>	<p>Q131 - Built-Up Area Boundaries</p>

permitted outside of the BUAB still was liable for appropriate obligations. In addition the boundary would match that being put forward to the CIL examination in February 2020.

1.37 **How will the Council ensure that the town centre uses are delivered in a manner which would be able to sustain additional homes. What would be the implications of additional phases progressing in the absence of the town centre facilities?**

**Q132 -
Delivery of
town centre
uses**

1.38 In terms of the Town Centre delivery there are already a number of triggers found within the existing Section 106 agreement that is linked to Cranbrook Phase 1. These require amongst other things 500sqm of retail floor space, the delivery of a Town Council Building and Devon County facilities comprising a children’s centre and youth services provision. As such the delivery of these is not beholden upon the delivery of the expansion areas and vice versa.

1.39 Currently there are no triggers for such things as the sports centre or the health and well-being centre although for the latter, land is already secured as part of the existing Section 106 agreement. In addition there are ongoing discussions with the current owners of the Town centre land about the securing of additional land for future Town Centre uses including the sports centre. Delivery of these assets can only be achieved once funding is secured through the expansion areas themselves and therefore such areas need to be progressed anyway.

<p>1.40 How will the increased demand for school places arising from the development be accommodated prior to the completion of the new school? How will this impact on surrounding schools (particularly Whimble Primary School)?</p> <p>1.41 The current phasing requirements note that a new school needs to be available prior to the first occupation of the 30th dwelling within the expansion area. As such this would effectively mean a new school from day one and therefore there should be only a very small number of pupils who need school places ahead of the opening of a new school. It is understood that Devon County Council may look favourably on a temporary classroom approach where there are certainties that a new school would be coming forward which could further help to bridge any potential gap between new housing and a new school. As such with an early trigger and the potential to provide interim measures it is not considered that there should be significant impacts on the existing local schools including Whimble Primary School.</p>	<p>Q133 - Increased demand for school places</p>
<p>1.42 Additional Question: Are any Main Modifications proposed in relation to Issue 12?</p> <p>1.43 Based on the answers provided above, it is suggested that there is one modification to the plan</p> <p>1. Policy CB6 – First Line to be amended:</p> <p>Residential development that is proposed within the Cranbrook Built Up Area Boundary Plan Area must demonstrate...</p>	<p>AQ12 - Main Modifications</p>

Appendices

Appendix 1: Cranbrook Infrastructure Delivery Plan - January 2020

Appendix 2: Evidence of funding

Planning Policy Evidence

Cranbrook Infrastructure Delivery Plan

2013-2031



January 2020

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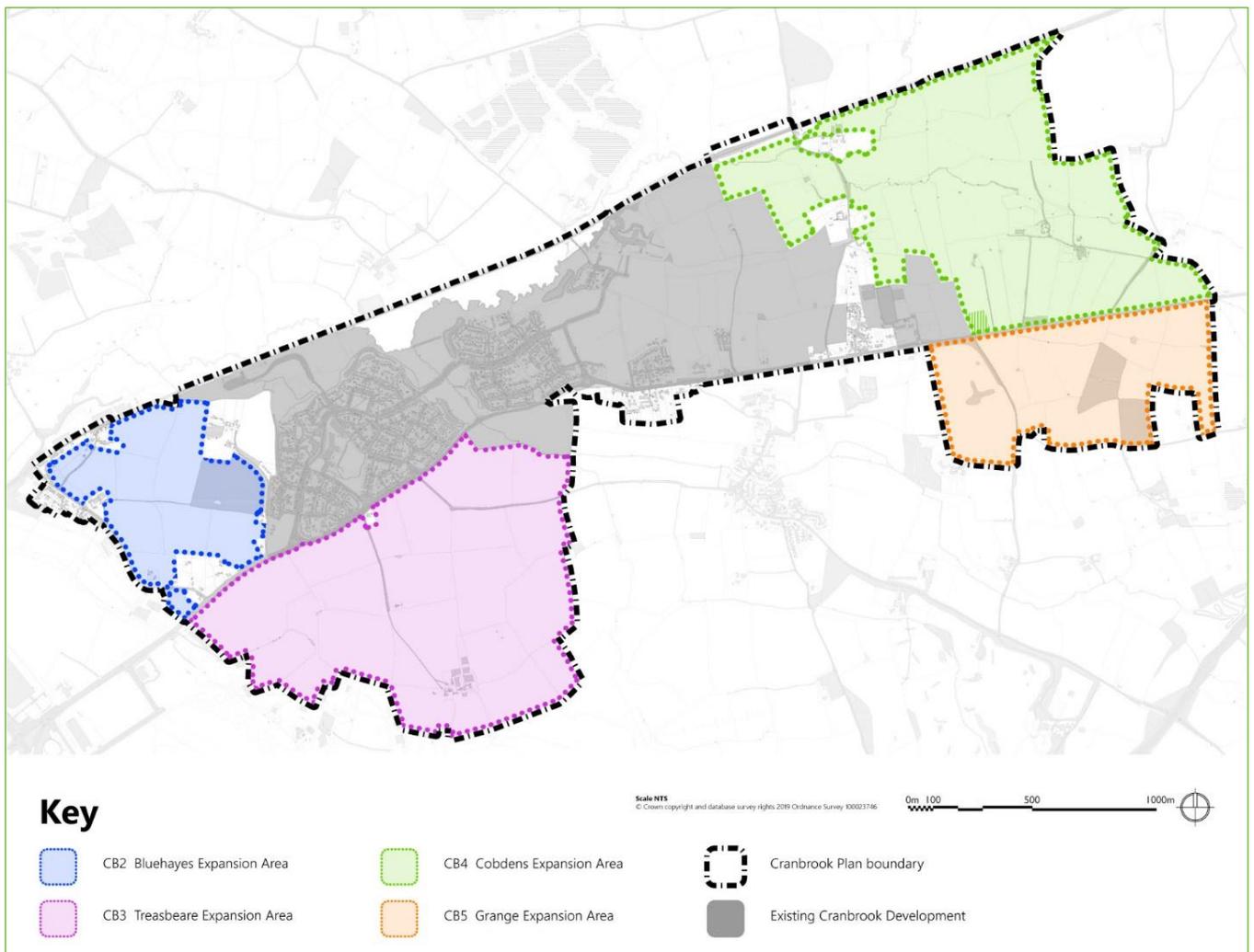
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Introduction

- 1.1 The Cranbrook Infrastructure Delivery Plan (CIDP) has been produced to identify key infrastructure that is required to support development and delivery of a healthy active expanded town of Cranbrook. It is intended to provide clarity to landowners, developers and stakeholders as to the infrastructure required for delivery and the funding mechanisms for this. Although the plan forms a discrete piece of work and can be kept under review, its primary role is to act as a supporting document to The Cranbrook Plan. This Cranbrook Plan forms part of the overall development plan for East Devon and seeks to integrate with but expand upon the already adopted East Devon Local Plan (2013-2031) that covers the whole of the District. In so doing, the Cranbrook Plan adds considerable extra detail and allocates additional land to accommodate the planned growth which is identified within the Local Plan (2013-2031).
- 1.2 The Local Plan has its own dedicated Infrastructure Delivery Plan (IDP) which has been used to inform the CIDP being updated where necessary. As such the Cranbrook IDP supercedes the Local Plan's IDP in respect of development within and resulting from the Cranbrook Plan Area.
- 1.3 Government guidance in the National Planning Policy Framework emphasises the importance of Local Planning Authorities planning ahead to demonstrate that necessary infrastructure can be provided to support their vision for the area.
- 1.4 Over the plan period there is a requirement to deliver around an additional 4170 dwellings in addition to the currently consented 3500 dwellings at Cranbrook. The additional houses are set to be delivered across four expansion areas around the town which have been identified as:
 - Bluehayes
 - Treasbeare
 - Cobdens
 - Grange
- 1.5 The areas identified above are set out in more detail on plan 1 and within section 2 of this document.
- 1.6 The CIDP explains the approach that East Devon District Council has taken in identifying the infrastructure needs arising from the planned major expansion of Cranbrook and the potential risks/opportunities associated with doing so.
- 1.7 Although this plan has been coordinated by the Local Planning Authority, the information it contains is the result of collaboration with a number of internal and external service providers of areas such as transport, education and healthcare. It draws on information from sources including government guidance and aims to be as up to date and robust as possible. However it is recognised that such a document also references the situation of a

particular point in time and ascribes values to infrastructure whose costs will vary in time. As such it must remain a live document and will periodically be updated. Irrespective of such updates, it is expected however that the broad principles set out within the document will remain consistent.

Plan 1 – Cranbrook Expansion Areas



Purpose

- 1.8 The purpose of this plan is to provide background evidence as to the infrastructure required to support the planned growth up to 2031. The CIDP includes a site-specific delivery schedule for each expansion area that sets out how the infrastructure will be delivered. Infrastructure planning helps to ensure a common understanding between service providers, developers, local communities and the Council as to what the local infrastructure requirements are. It essentially enables the Council to develop a partnership approach to ensure infrastructure is properly planned, funded and provided in tandem with planned development within the Plan area.
- 1.9 The CIDP also plays a corporate role in identifying, supporting and informing other strategies and decisions relating to capital investment and will help the external organisations to align their financial decision-making to facilitate the delivery of necessary infrastructure and for which they are responsible.
- 1.10 There are two mechanisms through which the planning system can fund infrastructure. The first through CIL is a fixed charge based on a per square metre of floor area and allows a Local Authority to collect monies from lots of different development projects and then decide which infrastructure project(s) to spend it on. The second is by means of a section 106 agreement which is a legal agreement that is negotiated between the Local Authority and a developer. With strict tests which must be met to ensure that contributions are fair and reasonably related to the development, it allows proposals to directly provide, fund or part fund particular pieces of infrastructure. Currently East Devon operate a CIL charging regime but this is under review.
- 1.11 As part of the current CIL review it is expected that the Cranbrook Plan Area (identified in the Cranbrook Plan DPD) will be zero rated. This approach allows funding for the required infrastructure within the town to be secured through the Section 106 regime and gives greater certainty over when and how infrastructure for the town will be delivered. Although the CIL Review is not complete and is being run in parallel with the Cranbrook DPD, the CIDP is premised on this approach and would need to be reviewed were this approach to change.
- 1.12 In addition the CIDP also expands upon the approach taken within the Infrastructure Policy (CB6) of the Cranbrook Plan and sets out additional detail on how this should be implemented in practice. To assist with this the CIDP contains information regarding the type, timing and potential costs of infrastructure to support the planned development and reflects the requirements of policies set out within the Plan.
- 1.13 The Local Planning Authority's role in facilitating and securing the delivery of infrastructure identified in the CIDP will vary for different infrastructure types. These roles include:
- the delivery of infrastructure through its strategic policies – e.g. by allocating sites for infrastructure;
 - through criteria based policies to support infrastructure provision;

- the setting of a clear framework and priorities by which to negotiate and secure planning obligations;
- providing certainty over the mechanism of funding giving confidence to third party investment into the town.

1.14 Unless explicitly stated, for example ongoing maintenance for Sustainable Alternative Natural Green Space, the costs set out are capital costs and do not directly provide for the subsequent revenue costs associated with the infrastructure component. It is expected that such infrastructure would then be transferred to a number of organisation (e.g. the Town Council, Devon County Council) who will meet subsequent costs

Method

1.15 The method used for the production of the CIDP included the following key steps:

- Consulting with a range of statutory providers, stakeholders and interested parties;
- Reviewing current literature and national policies;
- Reviewing requirements from the current IDP that was previously prepared for East Devon Local Plan 2013-2031;
- Creating a baseline set of infrastructure expectations with priorities ascribed;
- Seeking external assessment concerning the viability of delivering the infrastructure with the quantum of housing that has been identified;
- Reviewing infrastructure expectations and modifying the final list to ensure that infrastructure that was not to be funded by developers/through negotiated obligations were those ascribed the least level of importance.

1.16 The information gathered through the above steps was used to prepare the CIDP which represents a point in time in terms of the costs. It is recognised that over time these will change and therefore the information contained within the document will need to be kept under review.

Key Elements of the CIDP

1.17 Communities need an appropriate level of services and facilities in order to be sustainable. There are a number of strands to sustainability that the provision of infrastructure should support. These are:

- Social Cohesion and Inclusion
- Protection and Enhancement of the Environment
- Prudent use of Natural Resources
- Sustainable Economic Development
- Integration of Sustainable Development in Development Plans

Prioritising

- 1.18 It is recognised that some infrastructure is essential to enable a development to go ahead, while other services are more related to quality of life. Ideally the Local Planning Authority would seek the delivery of all identified components but due to the importance of preparing a viable plan it is necessary to prioritise infrastructure. In light of this, each identified item has been categorised as set out in the following table (Table 1).

Table 1 – Definition of Priorities

Priority Level	Definition
One (Critical)	Infrastructure that is fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.
Two (Important)	Infrastructure that is important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.
Three (Desirable)	Infrastructure that would enhance the effectiveness, efficiency, and quality of infrastructure. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities. Less detail may be available for these projects currently.

- 1.19 It should be noted that the prioritisation of an infrastructure project may change over time; for example, if its delivery becomes more imperative it may move from priority two to one. This approach has been applied in reviewing known infrastructure which has previously been recorded on the Local Plan IDP and which is now reflected in the CIDP resulting in a small number of changes between the two.

Cranbrook Plan Requirements

- 2.1 Set out within the IDP which accompanies the East Devon Local Plan 2013-2031 were a series of summaries of various infrastructure categories that were recognised as being required for the town and the identified expansion. These are replicated in the following paragraphs but are updated where necessary.

Education

- 2.3 St. Martin's Primary School was opened early on in the development of Cranbrook, and has grown from fewer than 40 pupils in September 2012 to now reaching its design capacity of 420 places. Cranbrook Education campus, an 'all-through' school, providing education for nursery, primary and secondary, opened in September 2015. Two further primary schools are both critical in the short to medium term in the expansion areas: a 420 place primary school, costing £7.2m; and a 630 place primary school, costing £10.8m. Funding is yet to be secured towards these projects but is expected to be delivered through the associated housing development. Although one of these primary schools is required before the occupation of the 30th dwelling in the expansion areas and is therefore particularly time critical for delivery, both are essential for the development of the town and therefore are recorded as priority one. Greater capacity will also be required for secondary education which also forms a statutory requirement and therefore has also been identified as a priority one. This would allow the school to expand to around 1,125 places and would cost around £4.3m.
- 2.4 Other education/young person facilities are needed in Cranbrook, with a children's centre site secured in the s.106 for the approved development (*priority two*). Special Educational Needs (SEN) in the area should also be met through a SEN School in Cranbrook, to which a contribution of £1m has been sought by Devon County Council (*priority two*). There is no funding secured as yet for this project.

Energy, Utilities and Waste

- 2.5 A district heating network, powered by the Combined Heat and Power plant operated by E.ON, is in operation at Cranbrook and the first commercial buildings on the neighbouring Skypark. This system is expected to be expanded to connect with major new development at Cranbrook and the West End of East Devon, to provide low-carbon energy (*priority one*). In order to deliver development proposed in the Cranbrook Plan eastern expansion areas at Cobdens and Grange, it will be critical (*priority one*) to move some of the overhead electricity cables underground, at a cost of between £3-5m.

Highways

- 2.6 It is recognised that to an extent the construction of roads and paths within a development is implicit – it is simply a necessity for future home owners to be able to access their properties. However highway infrastructure goes wider than simply the immediate requirements for a particular property and therefore the funding for this important component

of infrastructure must be addressed. Within the plan it is recognised that new road junctions, accesses and crossing points as well as a bridge linking between Bluehayes and Treasbeare are all required. These are collectively considered critical (priority one) for without suitable access to the network there is a risk to both the sustainability of the plan but also the safety of all road users.

Environment and Green Infrastructure

- 2.7 As Cranbrook is within 10km of the Exe Estuary and Pebblebed Heaths European Sites, financial contributions towards HRA non-infrastructure mitigation are sought from all new residential development at the town (*priority one*). As part of the mitigation measures, around 78 hectares of SANGs should also be provided for the Cranbrook Expansion Areas (*priority one*) and be delivered with a financial commitment to ensure their future maintenance for an in perpetuity period at least 80 years.
- 2.8 Clyst Valley Regional Park (*priority two*) is a 'landscape-scale' green infrastructure project, some 2,430 hectares in size, which is located in the western edge of East Devon, including links to Cranbrook. The estimated cost of £7m would deliver 36km of new recreational trails to link existing and new communities to the countryside. The project includes a 10km commuting and recreational Clyst Valley Trail which will form the backbone of the Park – £440,000 has been secured from s.106 towards this element of the project. Other than this, no other funding is secured as yet, meaning a current funding gap of £6.56m. Making the Park accessible is just one of several objectives, which include landscape and habitat restoration and creation (trees, hedges, parklands, orchards, and riverine wetlands), heritage conservation, interpretation, educational and visitor facilities.
- 2.9 Finally, the Country Park Resource Centre (*priority two*) had been agreed in the s.106 for the approved development. While the funding for this component has been reassigned due to changing priorities, it is now unlikely that a standalone resource centre is required. No funding gap is therefore identified for this project.

Flood risk and Coastal Change management

- 2.10 The majority of the expansion areas have a low probability of flooding, but there are some areas of medium to high risk. The underlying geology means that infiltrating features may not be suitable for much of the site, so sustainable drainage systems (SuDS) should be integrated with streets, green corridors and open spaces to achieve at least 5% of attenuation on each development parcel, with the remainder discharging to attenuation ponds. These are basic principles at this stage, with no infrastructure project in the schedule.

Healthcare

- 2.11 Cranbrook Medical Practice opened at the Younghayes Community Centre in 2015, and now has a significant patient list. A site for a health and well-being hub (0.7 ha) has been secured in the s.106 for the approved development, which would provide a range of primary and secondary care services (*priority two*). This hub building has an initial cost estimate of £16.3m, of which the expansion of Cranbrook is sought to make a proportionate contribution

of £8.7m. Opportunities to provide an interim expanded primary care service are being explored.

- 2.12 In addition, an extra care housing scheme of 55 flats is important (*priority two*) to meet future demographic needs in the town, costing £10.3m with no funding currently secured. In recognition of the scale of the facility and the proportionate approach to funding, a contribution of £3.5m has been sought by Devon County Council.
- 2.13 In 2016, Cranbrook was selected by NHS England as one of ten Healthy New Town demonstrator sites, in order to trial ways of building in improved health and wellbeing outcomes through the design of the built environment, new ways of providing care, and through action within the community. This has helped to shape the aims and objectives of the Plan and is borne out in a number of the infrastructure requirements that are set out.

Community

- 2.14 The continued development of the community at Cranbrook is important and while such areas as education, sport and public services play key roles in supporting and delivering community they are further assisted by such infrastructure as children's and youth centre services and facilities and through an additional place of worship. While the cost of the parsonage cannot be met through the expansion development for reasons of viability, the plan evidences how components of this category can be funded and delivered.

Public Services

- 2.15 The Younghayes Community Centre provides a range of public services, including the (temporary) Town Council offices, community hall, and (temporary) library. Other public services will be delivered as Cranbrook grows, with a blue light emergency facility (land in s.106 but funding required to construct), youth services facility, Town Council office, public conveniences, a library (building in s.106, but funding required to fit-out), and a place of worship, all to be delivered through s.106 developer contributions from the approved development (*all priority two*). Other public services are required to help deliver a more sustainable community, with town centre car and coach parking, a cemetery, and a town square (*all priority three*). It is hoped that the square will perform as a multi-use space giving an identifiable centre to the town and being a more cost effective approach than as a separate multi-functional cultural space which is set out within the cost assessment work.

Sport and Recreation

- 2.16 Several play spaces have already been delivered at Cranbrook, including three local equipped areas for play (LEAPs), and a neighbourhood equipped area for play (NEAP). The first sports pitches have been laid out and are almost ready for playing on and the first of the currently secured two allotment sites is expected to be handed over to the Town Council shortly. Many other sports and recreation facilities are proposed as Cranbrook develops further, with further play spaces, sports pitches, a sports centre and swimming pool, allotments and open space (*all priority two*). Some of these projects will be delivered through developer contributions in the s.106 for the approved development; whilst others will be

required for the expansion areas and therefore have potential funding available subject to this development.

Transport

- 2.17 Cranbrook is located close to the strategic road network, just a few minutes' drive from the A30 and the M5. New junctions on the B3174 (London Road) will be critical (*priority one*) in delivering the expansion areas, to ensure appropriate access to this development.
- 2.18 The town is located on the Exeter – London Waterloo main railway line, and Cranbrook train station opened in December 2015. Either a second rail station, or improvements to the existing station, are important (*priority two*) requirements. The aim is to deliver a half hourly train service in each direction and there are various ways in which this could be delivered with the outcome being the promotion of sustainable travel. It is likely that only one of these options will be achievable (necessary) due to cost – a second train station is estimated at £9m, whilst the detail and cost of improving the existing station is yet to be confirmed. An additional passing loop on the railway line would greatly assist with the objective of increasing train frequency that will also mitigate road traffic impacts (*priority one*). Latest evidence indicates that this is likely to cost around £50m. Highway re-profiling of the Crannaford Crossing has already been completed.
- 2.19 There is currently a half-hourly bus service from Cranbrook to Exeter city centre in one direction, and Honiton/Axminster in the other. Depending upon the rate of development/commercial viability there is an aspiration that this would continue. Of the £1.7m cost, there is a funding gap of £780,000. A strategic cycle route connecting Cranbrook to surrounding areas, including to Exeter City Centre, is proposed in delivering the expansion areas. Both the bus service, and this cycle route, are considered to be critical (*priority one*) as they will provide sustainable travel alternatives to the car, and mitigate capacity issues at the M5, Junction 29. Cranbrook Town Council has identified a desire to construct a bridge over the railway line to access proposed homes near the former Broadclyst station, and improve the Station Road/London Road junction and this could be considered as part of the wider network connections being explored by Devon County Council.
- 2.20 As a starting point for viability work the full range of policy requirements and infrastructure expectations were established. These have been ascribed a priority and were fed into the viability testing that has taken place for the plan as a whole. Modification and revision has subsequently been required to ensure that the plan demonstrates it is viable. The table setting out the full expectations, priorities and revisions including funding gaps is set out in appendix 2.
- 2.21 As part of the viability testing work commissioned by East Devon District Council, Three Dragons compiled the following table which summarises the viable requirements as referenced within the Cranbrook Plan for each of the expansion areas identified in the plan.

Table 2 – Infrastructure allocated by expansion area

	Bluehayes	Treasbeare	Cobdens	Grange
Dwellings	960	915	1495	800
Nationally Described Space standards (NDSS)	New dwellings required to achieve NDSS			
Education	Secondary school contributions	Primary school and early years; secondary school contributions	Primary school and early years, SEN; Secondary school contributions	Secondary school contributions
Community				Community building
Open Space	Formal open space and play; allotments	Formal open space and amenity, play, allotments	Formal open space and amenity, play, allotments	Formal open space and amenity, play, allotments
Sports		Sports hub with facilities and pitches	Extension of existing sports hub	
Mixed use	Business spaces	Business spaces, shops	Business spaces, shops	Business spaces, shops
Other		Land for energy centre, Gypsy and traveller pitches, noise mitigation	Gypsy and traveller pitches, site for worship, underground power lines, cemetery	Underground power lines
Self-build	4% of all dwellings will be custom/self-build			
Transport	Space for rail improvements and contributions for sustainable transport, Enhancement of London Road, footbridge, crossings and junctions (variously allocated depending upon function)			
Carbon/energy	Higher carbon standards; District heat			

2.22 While viability is one component of assessing infrastructure, its deliverability is also important. From the table it is clear that the infrastructure requirements for the town's expansion, falls disproportionately across the 4 areas. This is even more apparent when expected costs are also attributed to each component of the infrastructure.

2.23 However to simply suggest that all costs are pooled together and then split up evenly on a per dwelling basis ignores the significant difficulties that would arise in terms of actually

delivering much of the identified infrastructure. While off site infrastructure could be provided by this mechanism, delivering on site requirements, which only arise on a single expansion area but which would need to be funded in part by other development, would be an extremely time consuming exercise bringing significant uncertainty to their delivery. It is recognised that even in the event that the land was secured and unless forward funding could be provided, it is unlikely that much of the infrastructure would come forward in a timely manner. This would result in a significantly large number of houses being potentially occupied without the necessary infrastructure support in place.

- 2.24 Without appropriate infrastructure, the aims and objectives of the Cranbrook Plan would fail. In particular with health and wellbeing at the centre of the plan, it requires coordination and delivery of facilities, the promotion of active travel, and delivery of social integration and community development. This could not be achieved without appropriately phased delivery of infrastructure which is not beholden on pooling financial receipts from different developers.
- 2.25 To address this and try to take the risks out of delivering infrastructure through a protracted funding mechanism, the policy makes provision for infrastructure to be delivered in full by those developing the various sites. This is particularly important for the expansion areas where infrastructure is allocated to a specific site although does risk placing the costs for the infrastructure disproportionately across particular areas – most significantly developers seeking to bring forward Treasbeare and Cobdens would incur significant costs.
- 2.26 In recognition of this and as well as placing the expectation for delivery on host developers, Policy CB6 also makes provision to address the issue of excess burden. It achieves this by requiring expansion areas which have on site infrastructure to deliver these components in full, whilst also recognising that to balance costs, expansion areas with a lower financial commitment due to onsite infrastructure, makes a disproportionate contribution to components which are not site specific or are in fact off site. The full text of the policy is set out on the next page.

CB6 Cranbrook Infrastructure Delivery

Residential development that is proposed within the Cranbrook Plan area must demonstrate that it will meet the likely demands of future occupiers of its housing by delivering, either in full or where necessary in part, the identified infrastructure that is necessary to achieve a healthy, active, integrated and friendly self-reliant community.

Unless a consortia of developers who are working together can demonstrate both full cooperation and the ability to deliver all infrastructure identified within the plan which has been costed and found to be viable, it is expected that to achieve delivery in a fair and coordinated way, an equalisation of costs (as far as possible) needs to be achieved. To fulfil this objective, required infrastructure will be divided into one of three categories –

1. Infrastructure which is obligatory upon all developers and is not specifically related to a particular expansion area.

To deliver components within this category, proportionate contributions must be provided by all development that is proposed within the Cranbrook Plan Area

2. Infrastructure which is site specific to a particular expansion area (under policies CB2 to CB5 inclusive)

To deliver within this category, all site specific infrastructure, including the required land for it which must be safeguarded for the identified purpose, and be funded and delivered in full by the host developer on whose land the component lies.

3. Infrastructure which forms common infrastructure and is necessary for the proper functioning of the town but which is not necessarily attributable to a single expansion area

To deliver all non-specific (or common infrastructure) within this category, components must be disproportionately funded by developers across the Cranbrook Plan area, being calculated so that the resultant total costs associated with the three categories per expansion area are balanced.

More fully the components that fall within each category and which will be ascribed a priority, will be set out in detail within the Cranbrook specific Infrastructure Delivery Plan. It is expected that the identified infrastructure is delivered in accordance with their identified category, priority and in accordance with or ahead of the phasing agreed through Policy CB7.

- 2.27 Supporting text to the policy, which is expanded upon in the following paragraphs, seeks to explain the rationale and workings of the policy. In addition a “live” table set out in appendix 1 which can be readily be updated, demonstrates the mechanics of the policy and sets out how costs can be equalised. This table will need updating as time progresses but it aims to provide a helpful and meaningful way of demonstrating ways in which costs can be shared/equalised while ensuring that necessary infrastructure is delivered.
- 2.28 The identified shared infrastructure requirements set out in the Appendix 1 are drawn from policies throughout the Cranbrook Plan as well as more general requirements for which there is no site allocation but which still need to be addressed. These requirements which have already been set out can be ascribed a category in accordance with the definitions within the Policy. This achieves the following list which is fed into the live table in appendix 1:

Category 1 - Infrastructure which is obligatory upon all developers and is not specifically related to a particular expansion area.

- a) Public open space (comprising: formal open space; children’s and youth play provision; amenity open space)
- b) Allotments
- c) Suitable Alternative Natural Green Space delivery
- d) Suitable Alternative Natural Green Space in perpetuity maintenance
- e) Habitat mitigation in addition to c) and d)
- f) Carbon reduction requirements
- g) District heating
- h) Electric Vehicle charging
- i) Travel planning

Category 2 - Infrastructure which is site specific to a particular expansion area (under policies CB2 to CB5 inclusive)

- j) Education facilities (comprising Early Years; Primary and Special Educational Needs)
- k) Sports facilities including an artificial grass pitch and pavilion
- l) Gypsy and traveller pitches
- m) Noise mitigation measures
- n) Place of worship and parsonage
- o) Cemetery
- p) Community Centre
- q) Shared cars and e-bike provision (where this is provided within a neighbourhood centre)
- r) Upgrading of London Road together with new junctions and new crossings
- s) Pedestrian bridge

Category 3 - Infrastructure which forms common infrastructure and is necessary for the proper functioning of the town but which is not necessarily attributable to a single expansion area

- t) Secondary school (Contributions)
- u) Community assets (comprising the fit out of the library, children centre and youth centre)
- v) Emergency Services facilities
- w) Health and well-being hub
- x) Leisure centre
- y) Sustainable Transport (including cycle network, rail improvement bus network improvements)
- z) All remaining shared car and e-bike provision (where these facilities are not located within a neighbourhood centre)
- aa) Sports facilities in respect of tennis court and lighting provision only

2.29 The table in appendix 1, demonstrates the manner in which costs between the category 2 and 3 infrastructure are worked to ensure that an equalisation exists between development areas. While a further subdivision may be required within expansion area parcels as it is recognised that some areas have a number of developers within them, this is a matter which is outside the scope of this plan as it is dependent upon the control of land at the time of application; as such this is left to negotiations at application stage.

Consideration of risks and conclusions

- 3.1 This report has highlighted a number of important infrastructure issues relating to the delivery of infrastructure that is needed for a successfully functioning expanded town of Cranbrook which places issues associated with health and wellbeing and sustainability – two directly connected issues, at its heart.
- 3.2 Coupled with evidence prepared by Three Dragon working with Ward Williams Associates which demonstrates the viability of the Plan as a whole, this report sets out how much of the infrastructure that is required for the town can be funded by the development. Phasing of the infrastructure to continue to ensure viability will be critical and work will need to be undertaken with individual developers to work this through in practice, having regard to the precise timing of applications and their determination.
- 3.3 There are a number of items of infrastructure which are not fully costed. These result from falling both within a lower priority level and represent a component which is not (in full at least) fair and reasonably related to the scale of the total expansion. As such additional third party/external funding will need to be secured to bridge the funding gap. This is not an unreasonable position and helps to identify where additional funding is required. While it clearly does increase the risk of the item not being funded, it is a reality of ensuring the plan as a whole remains viable.
- 3.4 Risks associated with the failure to deliver other fully funded components have reduced by the approach taken and evidenced within this paper and in particular in Appendix 1. If one of the expansion areas has a delayed delivery, the infrastructure associated with that area will necessarily also be delayed. It is for this reason that this infrastructure plan must be kept under review and remain as a live document. This will allow it to reflect changes both to viability, deliverability and priority of the identified infrastructure. The current version however remains a sound and reasoned approach for which the methodology set out should remain applicable for the life of the plan.

Appendices

Appendix 1 – Equalisation Assessment for Required Infrastructure

Infrastructure Delivery - breakdown by area	Costs Schedule Ref.		general cost	Bluehayes		Treasbeare		Cobdens		Grange		Land take	Notes	Total	
				notes	cost	notes	cost	notes	cost	notes	cost				
Housing numbers				960		915		1495		800				4170	
Category 1	-	-													
Std Infrastructure - required from all areas (on/off site) (omitted from equalisation exercise)	-	-													
1	Formal open space	51	Important	1,764,000	Applicable to all expansion area development								proportionally split by housing delivered		
	Formal play	41	Important	1,560,000										proportionally split by housing delivered	
	Allotments	40	Important	740,000										proportionally split by housing delivered	
	Amenity open space	50	Important	510,000										proportionally split by housing delivered	
	Natural/semi natural open space	52	Important	1,390,000										proportionally split by housing delivered	
	SANGS capital cost	58	Critical	4,130,000										proportionally split by housing delivered	
	SANGS maintenance	59	Critical	2,500,000										proportionally split by housing delivered	
	Off site hab mitigation	60	Critical	2,050,000										proportionally split by housing delivered	
	Carbon reduction above B Regs	64	Critical	6,352,000										proportionally split by housing delivered	
	District Heating	1	Critical	20,000,000										proportionally split by housing delivered	
	EV charging	62	Desirable	0										proportionally split by housing delivered	
	Travel planning	21	Important	285,000										proportionally split by housing delivered	
				Total		41,281,000									
A	Per dwelling cost (Row A)				9,503,540		9,058,061		14,799,783		7,919,616			41,281,000	

Category 2	Costs Schedule Ref.		general cost	Bluehayes		Treasbeare		Cobdens		Grange		Land (ha)	Notes	Total	
				notes	cost	notes	cost	notes	cost	notes	cost				
Allocation specific		-											blended land value per ha	£200,000	
2	primary school 1 (420 place)	23	Critical			8,153,024									
	land take					400,000						2.00			
	primary school 2 (630 Place)	24	Critical					12,202,271							
	land take							850,000				4.25			
	sports pitches	43	Important			1,295,000							All except 1xjsp		
	land take					2,180,000						10.90			
	sports pitches	44	Important					75,000						1x jsp	
	land take							100,000				0.50			
	AGP (on site)	45	Important			0								AGP (funded from Ph 1)	
	land take					0						*		Incorporated in ref 24	
	Pavilion and changing rooms	46	Important			670,000									
	land take					0						*		Incorporated in ref 24	
	Tennis courts (4 no.)	48	Desirable			370,000									
	land take					0						*		Incorporated in ref 24	
	Engine testing	63	Critical			1,200,000									
	land take					0						n/a		off site works	
	SEND	26	Important						1,023,703						
	land take								0			n/a		Incorporated in ref 24	
	Undergrounding pylons	2	Critical						2,232,573						
	land take								0			n/a			
Undergrounding pylons	3	Critical							745,427						
land take									0		n/a				
Community bldg.	57	Important							1,100,000						
land take					80,000	80,000	80,000	80,000	80,000		0.40		area identified for each expansion area		
Upgrading of London Road	10	Important			250,000										
land take					0						n/a				
Upgrading of London Road		Important			250,000	450,000	250,000	250,000							
land take					0	0	0	0			n/a				
New junctions on B3174		Critical			1,340,000	120,000	450,000	1,385,000							
land take					0	0	0	0			n/a				
Bridge between Treasbeare	5	Critical				1,705,000									
land take						60,000					0.30				
Bridge between Treasbeare	6	Critical			1,705,000										
land take					60,000						0.30				

Category 2 (Cont.)	Costs Schedule Ref.		Bluehayes		Treasbeare		Cobdens		Grange		Land (ha)	Total
			Notes	Costs	Notes	Costs	Notes	Costs	Notes	Costs		
Cemetery (land)	61	Desirable						£370,000				
<i>land take</i>								£200,000			1.00	
New crossings (East)	14	Critical							700,000			
<i>land take</i>									0	n/a		
B Total allocation specific costs (Row B)				3,685,000		16,683,024		17,833,547		4,010,427		42,211,998
proportion per area				9,717,870		9,262,345		15,133,558		8,098,225		42,211,998
Adjustment required in category 3				-6,032,870		7,420,679		2,699,989		-4,087,798		

Category 3	Costs Schedule Ref.		general cost	Bluehayes		Treasbeare		Cobdens		Grange		Notes	Total
				notes	cost	notes	cost	notes	cost	notes	cost		
Non allocation based required infrastructure													
	39	Important	3,930,000										
	47	Desirable	310,000										
	49	Desirable	50,000										
	35	Important	480,000										
	22	Important	30,000										
	32	Important	30,000										
	30	Important	1,900,000										
3	28	Important	8,769,400										
	19	Important	2,530,000										
	18	Critical	9,253,140										
	20	Desirable	300,000										
	29	Desirable	3,500,000										
	25	Critical	2,598,992										
	45	Desirable	280,000										
	33	Important	2,000,000										
			36,660,688										
(1) Division of non allocated infrastructure by area					8,278,914	7,890,840	12,892,684	6,899,095					35,961,532
(2) Adjustment c/f from category 2					-6,032,870	7,420,679	2,699,989	-4,087,798					
C	Category 3 requirements for delivery (Row 1 minus row 2)				14,311,784	470,161	10,192,695	10,986,893					35,961,532
Overall Requirements													
	Category 1 requirements (A)				9,503,540	9,058,061	14,799,783	7,919,616					
	Category 2 requirements (B)				3,685,000	16,683,024	17,833,547	4,010,427					
	Category 3 (adjusted requirements) (C)				14,311,784	470,161	10,192,695	10,986,983					
	Overall Total by area				27,500,323	26,211,246	42,826,025	22,916,936					
Check "per unit" cost across each area(total of Rows A, B and C)					28,646	28,646	28,646	28,646					119,454,530
infrastructure costs requiring distribution													78,173,530

Appendix 1 Notes:

The table set out above allows an understanding of the infrastructure expectations from each development area. It seeks to demonstrate that the following principles apply and allow an equalisation of all costs across the four expansion areas to ensure that costs do not fall disproportionately on any one of the land owners or developers:

1. Category 1 – costs applied proportionally to each expansion area for each component identified
2. Category 2 and 3 – costs applied evenly to each development but disproportionately split between the categories
3. The following represents a worked example (this is not set out for a specific developer/land owner or is sub parcel specific but is included to try to help explain the workings of the table)

Example 1

12 hectare site in Bluehayes with average density of 38 dwellings per hectare (total dwellings to be provided 456)

Category 1 requirements – Infrastructure to be provided/funded by all development and which is directly relevant to each on plot dwelling –

For viability this can be equated to a financial sum but for most items listed within the category, this will not equate to a financial sum but instead comprise physical infrastructure delivered on site; for example formal open space; formal play, allotments etc. (The primary exception to this being SANGS maintenance. However as a result of the need to mitigate each property, it must be evidenced that each property provides its own appropriate contribution.

Eg. 456 (dwellings in site) / 4170 (total dwellings * £41,281,000 (total cost) = **£4,514,181** as an equivalent cost and ensuring that each heading is properly addressed

Category 2 requirements – Infrastructure that is expansion-area specific

The site the subject of this development has the location for the bridge costing £1,705,000 (on land valued at £60,000, and is required to upgrade 1 section of the London Road £250,000

The overall proportion of the Bluehayes costs that the development should meet follows:

456 (dwellings in site) / 960 (dwelling in Bluehayes) * £ 3,685,000 (total allocation costs) = £1,750,375

Required contributions as a result of in parcel development: £1,765,000 (Bridge + land cost) + £250,000 (upgrading of Road) = **£2,015,000**

(This is in £264,625 excess of the proportionate costs but can still be equalised through Category 3 assessment).

Category 3 requirements – Common infrastructure which is necessary for the proper functioning of the town but which is not necessarily attributable to a single expansion area

The overall proportion of the Bluehayes costs that the development should meet follows:

456 (dwellings in site) / 960 (dwelling in Bluehayes) * £14,472,741 (total adjusted Cat 3 requirement) = £6,874,551

This total requires further adjustment to account for the residual over provision arising from category 2 and total £6,874,551- £264,625 = **£6,609,926**

To further ensure that this contribution is meaningful it can be ascribed to specific costs within the category (up to the total identified) and subject to priority

As a check that these costs have been properly equalised, it is possible to calculate the costs arising from categories 2 and 3 on a per dwelling basis. This figure should match the equivalent per dwelling cost identified within the table:

{£4,514,181 (category 1 total) + £2,015,000 (category 2 total) + £6,609,926} / 456 dwelling = **£28,814**

Appendix 2 - Infrastructure Schedule for Cranbrook Plan Area only (prepared to accompany the Cranbrook Plan DPD)

The infrastructure schedule, categorised by priority order (one, two, and three), is set out below. This only address development within and affecting the Cranbrook Plan Area and does not otherwise replicate or superceded the IDP that has previously been prepared for the East Devon Local Plan 2013-2031. Funding secured (S) means that money has been agreed for the project e.g. in an agreed s.106, from a local authority capital programme, or grant/loan funding; whilst funding potential (P) refers to ongoing considerations/discussions for funding options

Abbreviations used:

CEA – Cranbrook Expansion Area(s)

Areas Codes: B – Bluehayes; T – Treasbeare; C – Cobdens; G – Grange)

Priority: 1 (C) – Critical; 2 (I) Important; 3 (D) Desirable

Item	Category and Area Code (BTCG)		Priority	Location	Type	Item/project	Updated Cost	Funding Secured (S) Potential (P)	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Timescale	Delivery Organisation	Notes	Additional Notes July 2019
	1	2												
1	1	-	1 (C)	Cranbrook - Expansion Areas and West End	Energy	CHP	£5,000 per dwelling	Development	£20,000,000		2017-2031			
2	2	C	1 (C)	Cranbrook - Expansion Areas	Energy	Underground high voltage electricity power lines	£4,808,000	Western Power Distribution, Developers; (potential compensation available)	£2,232,573	£0	2020-2031		Updated headline costs from BTS report incorporating potential compensation that is payable (parcels C9-C10-D3, fig 14 in overhead lines study: http://eastdevon.gov.uk/media/2268539/strategy-report-cranbrook-overhead-electricity-lines-september-2017_final.pdf). Calculated total 2978000 across x metres	
3	2	G	1 (C)	Cranbrook - Expansion Areas	Energy	Underground high voltage electricity power lines	£4,808,000	Western Power Distribution, Developers; (potential compensation available)	£745,427	£0	2020-2031		As above (split to allow for separate Cobdens and Grange analysis)	
4	2	B	1 (C)	Cranbrook - Expansion Areas	Transport	New junctions required on the B3174	£1,340,000	Bluehayes Development (P)	1,340,000	£0	2021-2031	Developer, DCC		
5	2	T	1 (C)	Cranbrook - Expansion Areas	Transport	Footbridge & associated Ramp Access	£3,410,000	Treasbeare Development (P)	£1,705,000	£0	2021 - 2031	Developer, DCC	Cost of bridge split between Bluehayes and Treasebeare	
6	2	B	1 (C)	Cranbrook - Expansion Areas	Transport	Footbridge & associated Ramp Access	£3,410,001	Treasbeare Development (P)	£1,705,000	£0	2021 - 2031	Developer, DCC	Cost of bridge split between Bluehayes and Treasebeare	
7	2	B	2 (I)	Cranbrook Expansion Areas	Transport	Upgrading of London Road E of new roundabout	£250,000	Bluehayes Development (P)	£250,000	£0	2021 - 2031	Developer, DCC		

	Category and Area Code (BTCG)		Priority	Location	Type	Item/project	Updated Cost	Funding Secured (S) Potential (P)	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Timescale	Delivery Organisation	Notes	Additional Notes July 2019
8	2	T	1 (C)	Cranbrook - Expansion Areas	Transport	Additional Arm to existing Roundabout	£120,000	Treasbeare Development (P)	£120,000	£0	2021 - 2031	Developer, DCC		
9	2	T	2 (I)	Cranbrook - Expansion Areas	Transport	Unsignalised Junction	£450,000	Treasbeare Development (P)	£450,000	£0	2021 - 2031	Developer, DCC		
10	2	B	2 (I)	Cranbrook Expansion	Transport	Upgrading of London Road	£250,000	Expansion development (P)	£250,000	£0	2021 - 2031	Developer, DCC		
11	-	-	-	Cranbrook Expansion	Transport	Roundabout on B3174 adjc Health and Well being Hub	0	n/a	£0				Excluded from assessment	
12	2	C	1 (C)	Cranbrook Expansion	Transport	Unsignalised junction West of new roundabout	£450,000	Expansion development (P)	£450,000	£0	2021 - 2031	Developer, DCC		
13	2	C	2 (I)	Cranbrook Expansion	Transport	Upgrading of T junctions on B3174	£250,000	Expansion development (P)	£250,000	£0	2021 - 2031	Developer, DCC		
14	2	G	1 (C)	Cranbrook Expansion	Transport	Creation of new crossings on B3174 East of roundabout	£700,000	Expansion development (P)	£700,000	£0	2021 - 2031	Developer, DCC		
15	2	G	1 (C)	Cranbrook Expansion	Transport	Upgrading of London Road	£1,385,000	Expansion development (P)	£1,385,000	£0	2021 - 2031	Developer, DCC		
16	-	-	1 (C)	Cranbrook - approved development and Expansion Areas	Transport	Second Phase of new bus service	£1,700,000	S106 - £920,000 (£660,000 from Skypark, £260,000 from Science Park) (S). DCC, Cranbrook, Science Park and other local developments (P)	0	£780,000	2018+		£8.38m sought in DCC June 2018 request for "public transport" to be spent on a range of measures including bus services, enhanced rail frequency and 2nd train station. Therefore, to include this item separately would be repetitious.	
17	-	-	3 (D)	West End	Transport	Additional passing loop on Waterloo train line	£50,000,000	See notes for update	0	£15,000,000	2021 - 2031		£8.38m sought in DCC June 2018 request for "public transport" to be spent on a range of measures including bus services, enhanced rail frequency and 2nd train station. Therefore, to include this item separately would be repetitious.	

	Category and Area Code (BTCG)		Priority	Location	Type	Item/project	Updated Cost	Funding Secured (S) Potential (P)	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Timescale	Delivery Organisation	Notes	Additional Notes July 2019
18	3	-	1 (C)	Cranbrook - Expansion Areas	Transport	"Public transport" range of measures including bus services, enhanced rail frequency and 2nd train station	£8,970,000	Expansion development (P)	£9,253,140	0			Cranbrook expansion area costs from DCC June 2018 Transport s.106 request from the Expansion Area apps. £8.38m sought for "public transport" to be spent on a range of measures including bus services, enhanced rail frequency and 2nd train station. Total increased to £8.97m accommodate EV charging policy requirements	Increase in contribution to reflect index linking of bus component only Increase by £283,140
19	3	-	2 (I)	Cranbrook - Expansion Areas	Transport	Off site walking and cycling infrastructure	£2,990,000	Expansion development (P)	£2,530,000	0	2021-2026		Source: DCC June 2018 s.106 request for the Expansion Area apps.	Total request reduced by £460,000 based on the importance of respective routes. DCC request to use total transport sums flexibly across all sustainable travel
20	3	-	3 (D)	Cranbrook - Expansion Areas	Transport	Car club vehicles and/or e-bike docking stations	£300,000	Expansion development (P)	£300,000	0			Source: DCC June 2018 s.106 request for the Expansion Area apps.	Original figure retained despite request for index linking
21	3	-	2 (I)	Cranbrook - Expansion Areas	Transport	Travel planning	£285,000	Expansion development (P)	£285,000	0			Source: DCC June 2018 s.106 request for the Expansion Area apps - £19k/yr for 15 years	Original figure retained despite request for index linking
22	3	-	2 (I)	Cranbrook - approved development and Expansion Areas	Community development	Children's Centre	£432,000 (Build); £30,000 (fit out)	£432,000/direct provision (S – S106); £30,000 (P) Expansion development	£30,000	0	2018-2031		Site is 0.1 ha. £432k or direct provision is in agreed s.106, so not a cost for the expansion areas. Fit out costs £30k required	
23	2	B/T	1 (C)	Cranbrook - Expansion Areas	Education	West Primary school of 420 places plus early years	£7,200,000	Expansion development Bluehayes or Treasbeare (P)	£8,153,024	0	2021-2025		At least 1 new school by 3501st dwelling	Revised calculation which recognises build costs and index linking increase by £953,024 (from £7,200,000)

	Category and Area Code (BTCG)		Priority	Location	Type	Item/project	Updated Cost	Funding Secured (S) Potential (P)	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Timescale	Delivery Organisation	Notes	Additional Notes July 2019
24	2	C	1 (C)	Cranbrook - Expansion Areas	Education	East primary school of 630 places plus early years	£10,770,000	Expansion development Cobdens (P)	£12,202,271	0	2026-2031		At least 1 new school by 3501st dwelling	Revised calculation which recognises build costs and index linking increase by £1,432,271 (from £10,770,000)
25	3	-	1 (C)	Cranbrook - Expansion Areas	Education	Enhanced Secondary education provision – expansion to around 1125 places	£2,598,992	£1,534,985 s.106 (S); Expansion development (P);	£2,598,992	0	2021-2031		Evidenced from revised DCC calculation dated January 2020 Revised cost calculated noting the previously secured £1.5m (index linked) plus a per-pupil contribution based on additional 25.5 places generated at £21921 per pupil (index linked). Per pupil component to increase if housing numbers secured increase above the site allocations total of 7670	
26	2	C	2 (I)	Cranbrook - Expansion Areas	Education	Special Educational Needs (SEN) provision	£5,400,000	Expansion development Cobdens (P)	£1,023,703	0	2019-2031		As above.	Revised calculation to include index linking, but offset by overprovision of land £203,704 - £180,000 (net increase of £23,703)
27	-	-	-	Cranbrook - approved development	Environment	Country Park Resource Centre	n/a	Development s106 funding due to be redeployed	£0	0	2017-2019		This is no longer being taken forward as a separate entity and does not require funding at the current time	
28	3	-	2 (I)	Cranbrook - approved development and Expansion Areas	Healthcare	Health and Well-being Hub building	£8,769,400	Land (S); Construction and fit out - Expansion development (P)	£8,769,400	0	2017-2031			
29	3	-	3 (D)	Cranbrook - approved development and Expansion Areas	Healthcare	Extra Care Housing x 55 flats	£10,340,000	Land (S); Subsidy from Expansion development (P)	£3,500,000	£6,840,000	2020-2033		Serviced land prior to first occupation of 2500 dwellings in s.106 (S). s.106 (P)	

Item No	Category and Area Code (BTCG)		Priority	Location	Type	Item/project	Updated Cost	Funding Secured (S) Potential (P)	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Timescale	Delivery Organisation	Notes	Additional Notes July 2019
	3	-												
30	3	-	2 (I)	Cranbrook - approved development and Expansion Areas	Public Services	"Blue Light" Emergency services facility	£1,900,000	Land (S); Build cost – Expansion development (P)	£1,900,000	£0	2020-2031		Approved s.106 secures land, but expansion areas will need to meet build cost: exp area cost is £1.3m; Latest cost estimate from DSFRS (26.07.18) is £1.9m	
31	-	-	-	Cranbrook - approved development	Community development	Youth services facility (build)	n/a	Development s106 (S)	£0	0	2023		No additional buildings are required from expansion areas.	
32	3	-	2 (I)	Cranbrook – Expansion Areas	Community development	Youth services facility (fit out)	£30,000	Expansion development (P)	£30,000	£0	2023		Cost of fit-out is required	
33	-	-	2 (I)	Cranbrook - approved development	Public Services	Town Council Office	£2,000,000	s.106 (S); Asset endowment (P)	£2,000,000	£0	2023		3450 dwgs	
34	-	-	-	Cranbrook - approved development	Public Services	Library facilities (build)	n/a	Development s106	£0	0	2023		3450 dwgs. Annual payments of £10,000 for mobile library due to DCC as the “annual contribution” from 2013 for ten years	
35	3	-	2 (I)	Cranbrook - Expansion Areas	Public Services	Library facilities (fit-out)	£480,000	Expansion development (P)	£480,000	£0	2023		Fit out costs required	
36	-	-	-	Cranbrook - approved development	Public Services	Public Convenience buildings	n/a	s.106 Schedule 13 (S)	£0	0	2018-2019		Secured under Cranbrook Phase 1	
37	-	-	-	Cranbrook - approved development	Community development	Place of Worship	n/a	s.106 Schedule 13 (S)	£0	0	2020-2022		Secured under Cranbrook Phase 2	
38	-	-	3 (D)	Cranbrook Expansion Areas	Community development	Place of worship and parsonage	£260,000	Expansion development (P)	£0	£260,000	2021 - 2031		Land required for Place of worship to be found within expansion areas. Costs for parsonage not funded. Monies would need to be found from external sources for parsonage	
39	3	-	2 (I)	Cranbrook - approved development and Expansion Areas	Sport and Recreation	Sports Centre and Swimming Pool including 6x lane 25m swimming pool, learner pool, 60x station gym, dance/exercise studio, 4x court sports hall and 2x	£8,000,000	Land (S); Expansion development (P)	£3,930,000	£4,072,360	2019		Updated cost to reflect latest Sport England facilities 2018 Q2 cost https://www.sportengland.org/media/13346/facility-costs-q2-18.pdf results in expansion area cost of £3,927,640 - subsequently updated to take account of inflation/latest costs	

	Category and Area Code (BTCG)		Priority	Location	Type	Item/project	Updated Cost	Funding Secured (S) Potential (P)	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Timescale	Delivery Organisation	Notes	Additional Notes July 2019
						squash courts,								
40	1	-	2 (I)	Cranbrook - approved development and Expansion Areas	Sport and Recreation	Allotments 0.8ha within the extant permitted area (in 2x clusters); 2.43ha within the expansion areas (in 6x clusters);	£727,605	Expansion development (P)	£740,000	£0	2019		Additional requirement is from expansion areas has identified a need of 2.45ha. Costings have been adjusted to take account of the slight increase in quantum	
41	1	-	2 (I)	Cranbrook - approved development and Expansion Areas	Sport and Recreation	0.97ha (1x destination play space incorporating LEAP and NEAP, 7x LEAP, 4x NEAP) within the expansion areas	£2,465,000	S106 (Schedule 8) - 0.48ha (£815,762) s.106 (P); Expansion development (P)	£1,560,000	£0	2017 - 2031		Additional requirement is from expansion areas has identified a need of 0.98ha. Costings have been adjusted to take account of the slight increase in quantum	
42	-	-	-	Cranbrook approved development	Sport and Recreation	skate park	-	S106 (S)	n/a	0	2019			
43	2	T	2 (I)	Cranbrook - approved development and Expansion Areas	Sport and Recreation	Natural Grass Sports Pitches organised into two sports hubs	£2,937,900	S106 (Schedule 9) - 7.3ha of sports pitch land (£1,533,000) (S); Expansion development (P)	£1,295,000	£0	2017 - 2031		Additional requirement is from expansion areas, so expansion area costs will need to meet entire funding gap, so requirement is for £1,370,000,059 (split between items 43 and 44. Residual 2.14ha of sports land from Cranbrook Phase 1 to be delivered in expansion area hub	
44	2	C	2 (I)	Expansion Areas	Sport and Recreation	Natural grass pitch expansion of Ingrams (1xJSP)		Expansion development	£75,000	0			As above.	

Item ID	Category and Area Code (BTCG)		Priority	Location	Type	Item/project	Updated Cost	Funding Secured (S) Potential (P)	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Timescale	Delivery Organisation	Notes	Additional Notes July 2019
	1	2												
45	3	-	2 (I) (onsite) 3 (D) (offsite)	Cranbrook - approved development and Expansion Areas	Sport and Recreation	Artificial Grass Sports Pitches	£980,000	S106 (Schedule 9) - Floodlit artificial grass pitch (£650,000) (S); Expansion development (P)	£280,000	£0	2017 - 2031		Funding gap should be £271,950 (off-site contributions towards sand-based AGP at Clyst Vale CC required from expansion areas- http://eastdevon.gov.uk/media/2302158/slr-addendum-report.pdf). AGP at Cranbrook already committed in s.106 for approved. development, so no additional cost for expansion areas, even though the AGP will be located in the expansion area (Treasbare). Costs updated	
46	2	T	2 (I)	Cranbrook - approved development and Expansion Areas	Sport and Recreation	Changing/clu bhouse facilities and car parking for sports pitches	£800,000	S106 (Schedule 9) - Sports pavilion with changing rooms and car parking (£250,000) (S); Expansion development (P)	£670,000	£0	2017 - 2031		Costs originally from http://eastdevon.gov.uk/media/2302158/slr-addendum-report.pdf . SLRC Report based on BCIS Q1 2015 costs (Sports pavilions, club houses and changing rooms). Now updated	
47	3	-	3 (D)	Cranbrook - Expansion Areas	Sport and Recreation	Cricket	£294,000	Expansion development (P)	£310,000	£0			Cost is off-site financial contribution for Cricket: http://eastdevon.gov.uk/media/2302158/slr-addendum-report.pdf . (Separate item here for clarity, although within changing facilities project in Local Plan IDP) Costs updated	
48	2	T	3 (D)	Cranbrook - Expansion Areas	Sport and Recreation	Tennis Courts	£410,000	Expansion development (P)	£370,000	£55,000	2021-2024		Rec. from http://eastdevon.gov.uk/media/2302158/slr-addendum-report.pdf ; Costs checked with Sport England facilities guide £365,000; costs updated	
49	3	-	3 (D)	Cranbrook - Expansion Areas	Sport and Recreation	Bowls	£60,000	s.106 (P)	£50,000	£60,000	2021-2024		Rec. from http://eastdevon.gov.uk/media/2302158/slr-addendum-report.pdf . Costs updated	
50	1	-	2 (I)	Cranbrook - Expansion Areas	Environment and GI	Amenity open space	£466,500	Expansion development (P)	£510,000	£0	2019-2031		Costs updated.	
51	1	-	2 (I)	Cranbrook - Expansion Areas	Environment and GI	Parks and recreation grounds	£1,764,000	Expansion development (P)	£1,764,000	£0				
52	1	-	2 (I)	Cranbrook - Expansion Areas	Environment and GI	Natural and semi-natural greenspace	£1,320,000	Expansion development (P)	£1,390,000	£0				
53	-	-	-	Cranbrook - approved development	Transport	Crannaford Level Crossing highway reprofiling	£250,000	s.106 (S)	£0	0	2017-2021		Remove as project delivered.	

	Category and Area Code (BTCG)		Priority	Location	Type	Item/project	Updated Cost	Funding Secured (S) Potential (P)	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Timescale	Delivery Organisation	Notes	Additional Notes July 2019
54	-	-	3 (D)	Cranbrook - Expansion Areas	Transport	Second train station; or improvements to existing station	£9,000,000	s.106 being requested through expansion area applications (P)	£0	n/a	2019-2031		£8.38m sought in DCC June 2018 request for "public transport" to be spent on a range of measures including bus services, enhanced rail frequency and 2nd train station. Therefore, to include this item separately would be repetitious.	
55	-	-	-	Cranbrook - approved development	Transport	Car, cycle and coach parking in the town centre	n/a	Schedule 24 in s.106 requires implementation of the car parking strategy in the town centre (S)	£0	0	2019-2020		Already secured	
56	-	-	-	Cranbrook - Expansion Areas	Community development	Multi-functional cultural space	n/a	s.106, (P)	n/a	0	2019-2031			
57	2	G	2 (I)	Cranbrook Expansion	Community development	Community Centre Grange	£1,100,000	Expansion development (P)	£1,100,000	£0	2021 - 2031			
58	1	-	1 (C)	Cranbrook Expansion	Environment and GI	SANGS delivery and enhancement	4130000	Expansion development (P)	£4,130,000	£0	2021 - 2031	Developer	Habitat Mitigation strategy	
59	1	-	1 (C)	Cranbrook Expansion	Environment and GI	SANGS maintenance in perpetuity	£2,500,000	Expansion (P)	£2,500,000	£0	2021 - 2031	TBC	As above	
60	1	-	1 (C)	Cranbrook Expansion	Environment and GI	Off site habitat mitigation	£2,050,000	Expansion development (P)	£2,050,000	£0	2021 - 2031			
61	2	C	3 (D)	Cranbrook - Expansion Areas	Public Services	Cemetery	n/a	Expansion development (P)	£370,000	£0	2019-2031		Serviced land only of 1ha	
62	1	-	3 (D)	Cranbrook - Expansion Areas	Energy	Plug-in and ultra low emission vehicle charging	0	Expansion development (P)	0	0	2019-2031		This costs is included within the enhanced sustainable travel costs above.	
63	2	T	1 (C)	Cranbrook Expansion	Transport	Engine Testing Bay at Exeter Airport	£1,200,000	Expansion development (P)	£1,200,000	£0	2019 - 2025			
64	1	-	1 (C)	Cranbrook - Expansion Areas	Energy	Carbon reduction over building regs	£6,352,000	Expansion development (P)	£6,352,000	£0	2021-2031		Cost is per dwelling. Non-resi cost is varies £24/31/26 per sq m depending upon building type. See pg. 17-18 of GESP Low Carbon Study.	
									£115,983,686.00					

Examples of successfully obtained public sector funding to deliver infrastructure in East Devon

Funding organisation	Funding programme	Grant or loan?	Delivering what and when	Amount of funding
Department for Communities and Local Government (DCLG) allocation to Heart of the South West LEP	Growth Deal 1	Grant	Exeter Science Park Environmental Futures Campus – to fund site infrastructure, obtained in 2015/16 ¹	£2.5m
Department for Transport	Local Pinch Point Fund, tranche 2	Grant	Contribute towards delivery of Tithebarn Link Road, extending from West End of East Devon into Exeter ² , funding obtained in 2013	£1.75m
Department for Business, Energy and Industrial Strategy (BEIS)	Regional Growth Fund	Grant	Contribute towards delivery of Tithebarn Link Road, extending from West End of East Devon into Exeter. Delivered in 2018.	£1.8m
BEIS	Regional Growth Fund	Grant	Exeter Science Park Common Infrastructure	£1m
BEIS	Regional Growth Fund	Grant	Sky Park site preparation, 2015	£1.9m
BEIS	Regional Growth Fund	Grant	B3184 / Long Lane, 2015	£2m
DCLG allocation to Heart of the South West LEP	Growing Places Fund	Loan	Exeter Science Park Centre, funding obtained in 2013	£4.5m
DCLG	Local Infrastructure Fund	Recoverable loan	Cranbrook Education Campus, opened in 2015 and extension to main spine road	£20m
Department for Transport	Community Infrastructure Fund	Grant	Redhayes Bridge, open 2011.	£3.75m

¹ Further detail at <https://heartofswlep.co.uk/projects/exeter-science-park-environmental-futures-campus/>

²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/204265/tranche-2-successful-schemes.pdf

Funding organisation	Funding programme	Grant or loan?	Delivering what and when	Amount of funding
Department for Transport	Major Scheme Bid	Grant	Junction 29 upgrade, open 2013 ³	£11m
Regional Development Agency	Single Pot	Grant	Exeter Science Park Land and Servicing	£19m
Homes and Communities Agency (HCA)	Regional Infrastructure Fund	Loan	Clyst Honiton Bypass, open 2013	£3m
DCLG	Growth Point	Grant	Clyst Honiton Bypass, open 2013	£4.5m
HCA	Regional Infrastructure Fund	Loan	Cranbrook (Phase 1) St Martins Primary School and Main Local Route, 2011	£9m
DCLG	Growth Point	Grant	Cranbrook (Phase 1) Younghayes Centre, 2011	£1.5m
HCA	Low Carbon Infrastructure Fund	Grant – includes £100k each from DCC, ECC and EDDC	Cranbrook (Phase 1) district heating network, open 2012.	£4.1m
HCA	National Affordable Housing Programme	Grant	Cranbrook (Phase 1) affordable housing, 2011 ⁴	£15.6m
HCA	Infrastructure funding	Grant	Cranbrook (Phase 1) infrastructure, 2011	£1m
Highways England	Growth and Housing Fund	Grant	Tithebarn link road and Tithebarn Lane bridge ⁵ . Delivered in 2018.	£4.5m
Highways Agency	Pinch Point	Grant	Improvements to M5 junction 30 ⁶ . Delivered in 2015.	£1m
East Devon District Council	Enterprise Zone	EDDC to borrow £2m and then recoup from	Long Lane widening and new link road on Silverdown Office Park, near Exeter	£2m

³ <https://www.bbc.co.uk/news/uk-england-devon-20950807>

⁴ <https://www.exeterandeastdevon.gov.uk/key-of-the-door-at-cranbrook/News-Article/>

⁵ <https://highwaysengland.co.uk/designated-funds/case-studies/tithebarn-link-road-and-bridge/>

⁶ <https://www.gov.uk/government/news/1-million-of-improvements-start-on-the-m5-junction-30>

Funding organisation	Funding programme	Grant or loan?	Delivering what and when	Amount of funding
		business rates and £300k from developer contributions	Airport. To be delivered 2020 – 21. ⁷	
East Devon District Council	Enterprise Zone	Grant	To match fund LEP Growth Deal funds for Open Innovation Building, funding obtained 2019.	£1.1m
East Devon District Council	Enterprise Zone	Grant	To provide enhanced bus service to the Enterprise Zone area	£0.5m,
East Devon District Council	Enterprise Zone	Grant	To match fund National Productivity Investment Fund investment in Park and Change facility, 2018.	£1.355m
Learning and Skills Council/RDA		Grant	Training Academy, opened in 2011.	£7.0m
Total amount of funding				£125.355m

⁷ EDDC Cabinet report, 06.03.19: <https://democracy.eastdevon.gov.uk/documents/s935/Long%20Lane.pdf> ;
DCC Cabinet report, 13.03.19:
<https://democracy.devon.gov.uk/documents/s24336/Long%20Lane%20widening%20and%20new%20link%20road%20on%20Silverdown%20Office%20Park%20near%20Exeter%20Airport.pdf>