
Cranbrook Plan 2013-2031 Examination

Additional information
on Cranbrook Infrastructure Delivery Plan

Devon County Council Position Statement

Statement Prepared 5th February 2020

Devon County Council
County Hall
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Exeter
Devon
EX2 4QD



1. Introduction

1.1. This is additional information by Devon County Council (DCC) relating to the Cranbrook Infrastructure Delivery Plan (IDP) dated January 2020. This information has been provided at the request of the Inspector and developers participating in the Cranbrook Plan Examination. It is provided without prejudice and summarises where the evidence for the items of infrastructure listed in the Cranbrook IDP has come from. This information has previously been provided in a number of documents in particular:

A. DCC's Statement for Matter 14 of the Cranbrook Plan Examination

available at:

<https://eastdevon.gov.uk/planning/planning-policy/cranbrook-plan/cranbrook-plan-examination-statements/#article-content>

B. DCC's consultation response dated 24 April 2019 to the Cranbrook Plan Submission Draft

Available at:

<https://eastdevon.gov.uk/planning/planning-policy/cranbrook-plan/cranbrook-plan-consultation-responses-and-submission/#article-content>

C. Devon County Council section 106 transport request (June 2018)

Provided by email to EDDC (Thea Billeter) on 14 June 2018 and available at (ref **Cran028**):

<https://eastdevon.gov.uk/planning/planning-policy/cranbrook-plan/cranbrook-plan-consultation-responses-and-submission/#article-content>

D. Devon County Council justification for second station

Provided by email to EDDC (Thea Billeter) on 4 October 2018 and available at (ref **Cran027**):

<https://eastdevon.gov.uk/planning/planning-policy/cranbrook-plan/cranbrook-plan-consultation-responses-and-submission/#article-content>

E. Devon County Council's s106 request for the expansion area applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT

Provided by email to EDDC on 11 January 2017 and again with DCC's consultation response to the Cranbrook Plan Submission Draft. Also provided by email directly to East Devon New Community Partners (c/o Nick Duckworth, Mike Owen and Nick Freer) on 11 January 2017. For ease of reference, this document is appended to this statement (**Appendix 1**).

Please note that parts of this request have been superseded by the documents D, D and F.

F. Devon County Council's consultation response to revised Western expansion area (Bluehayes) planning application ref. 19/0620/MOUT

Available on EDDC's website at :

<https://eastdevon.gov.uk/planning/view-planning-applications-enforcements-and-planning-appeals/>

1.2. This document and DCC's statements above have referred to the following documents:

G. East Devon Infrastructure Delivery Plan Review November 2017 (Cran025)

Available at: <https://eastdevon.gov.uk/planning/planning-policy/cranbrook-plan/cranbrook-plan-consultation-responses-and-submission/#article-content>

- H. **Devon County Council. Axminster-Honiton-Exeter Corridor: Infrastructure Report for East Devon Local Plan. July 2013.**
Available at <https://www.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/>
- I. **Devon County Council's Education Infrastructure Plan (revised) 2016 – 2033**
Available at <https://www.devon.gov.uk/planning/planning-policies/pupil-place-planning>
- J. **Building Bulletin Guidance BB103: Area Guidelines for Mainstream Schools**
Available at <https://www.gov.uk/government/publications/mainstream-schools-area-guidelines/area-planning-for-maintained-schools>
- K. **Department for Education. Securing developer contributions for education. November 2019.**
Available at <https://www.gov.uk/government/publications/delivering-schools-to-support-housing-growth>
- L. **Devon County Council. Extra Care Housing: Refresh of the Commissioning Strategy for Extra Care Housing (2009). August 2015.** Available at https://www.housinglin.org.uk/assets/images/ECHschemes/Quayside/150827_ECH-policy-refresh-FINAL.pdf

1.3. This statement contains the following appendices:

Appendix 1: Devon County Council's s106 request for the expansion area applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT

Appendix 2: Cranbrook Education Capacity Assessment

Appendix 3: Letter from Ted Wragg Trust dated 4 February 2020

Appendix 4: Letter from the Diocese of Exeter dated 4 February 2020

2. Summary of evidence for DCC infrastructure listed in the Cranbrook IDP

The table below provides information for an additional column for Appendix 2 of the Cranbrook Infrastructure Delivery Plan.

Appendix 2 ref no.	Item/Project	DCC Notes 5.2.20
4	New junctions required on the B3174	Cost derived by EDDC (with no input from DCC). It is expected that the developer would enter into a S278/38 agreement with DCC.
5	Footbridge & associated Ramp Access	<p>Cost derived by EDDC (with no input from DCC). The option of providing a foot/cycle bridge over London Road was proposed by the developer – this is due to the height differences caused by the heating pipe. In the most recent discussions (with respect to the 2019 Bluehayes application (19/0620/MOUT)) land was proposed to be safeguarded to allow a landing point for the bridge. Safe and suitable access needs to be achieved linking the Treasbeare and Bluehayes expansion areas.</p> <p>Alternative solutions to cross London Road could be explored, but these may not meet the expected desire lines, minimising the distance for residents to walk/cycle between parcels. Note, if an at grade crossing was proposed, this may have the affect on traffic modelling (stopping 4 lanes of traffic on London Road in the full build out scenario), which has not been modelled to date and nor has any cost been attributed to any alternative crossing point.</p>
6	Footbridge & associated Ramp Access	See response to Item 5
7	Upgrading of London Road E of new roundabout	<p>Cost derived by EDDC (with no input from DCC). It is expected that the developer would enter into a S278/38 agreement with DCC.</p> <p>It is noted that the improvements are only listed as “important” – please see the comment 17 from the County Council’s consultation response to the Cranbrook Plan Submission Draft February 2019 (dated 24th April 2019)</p>
8	Additional Arm to existing Roundabout	Cost derived by EDDC (with no input from DCC). It is expected that the developer would enter into a S278/38 agreement with DCC.
9	Unsignalised Junction	<p>Cost derived by EDDC (with no input from DCC). It is expected that the developer would enter into a S278/38 agreement with DCC.</p> <p>Please note that if this junction is to serve the full buildout of Cranbrook, then all discussions held with the developer to date is that Station Road would be signalised. Typically, signalised junctions are significantly more expensive to deliver on site and so EDDC’s costing may be too low.</p>
10	Upgrading of London Road	<p>Cost derived by EDDC (with no input from DCC). It is expected that the developer would enter into a S278/38 agreement with DCC. The need to upgrade London Road is in line with Policy CB25.</p> <p>In addition to this, within DCC’s S106 request (Cran 028), under the matter “Highways” it states: <i>“The development proposes significant changes to the</i></p>

		<p><i>B3174. These changes and other measures on and/or adjacent to the public highway should be provided through highway works undertaken as part of the application (under a highways agreement).</i></p> <p><i>Central to this will be provision of appropriate pedestrian cycle network to connect residents to key services, jobs and transport facilities and the proposed onward routes. In particular, we would expect to see enhanced links between sites south of London Road and the rail stations. This could be linked to the access works, or secured through the S106”.</i></p> <p>It is noted that the improvements are only listed as “important” – please see the comment 17 from the County Council’s consultation response to the Cranbrook Plan Submission Draft February 2019 (dated 24th April 2019)</p>
11	Roundabout on B3174 adjc Health and Wellbeing Hub	No comment as this item is excluded from the assessment.
12	Unsignalised Junction West of new Roundabout	Cost derived by EDDC (with no input from DCC). It is expected that the developer would enter into a S278/38 agreement with DCC.
13	Upgrading of T junctions on B3174	Cost derived by EDDC (with no input from DCC). It is expected that the developer would enter into a S278/38 agreement with DCC.
14	Creation of new crossings on B3174 East of Roundabout	Cost derived by EDDC (with no input from DCC). It is expected that the developer would enter into a S278/38 agreement with DCC. Please also see the note for Item 10.
15	Upgrading of London Road	Please see note for Item 10.
16	Second Phase of new bus service	<p>As stated in DCC’s Examination Matter 14 Statement s.3.1.26, the £1.7m Updated Cost is taken from the existing S106 agreement. The costings identified in the IDP which include Sky Park and Science Park are separate to this agreement and may be used to fund a separate bus service.</p> <p>The £2.38m index linked requested for bus services to serve the new expansion areas was calculated on a pro rata basis as detailed in DCC’s section 106 transport request (June 2018) and is included in Item 18 ‘Public Transport’ listed below.</p>
17	Additional passing loop on Waterloo train line	<p>Please see DCC’s response to Examination Matter 6 – Questions 80/81/82. However, as discussed the passing loop is reliant on Central Government funding and so the CEA costs is £0 in the Cranbrook IDP</p> <p>It is noted that the improvements are only listed as “desirable” – please see the comment 15 from the County Council’s consultation response to the Cranbrook Plan Submission Draft February 2019 (dated 24th April 2019)</p>

18	"Public transport" range of measures including bus services, enhanced rail frequency and 2nd train station	<p>The Updated Cost of £8.970,000 comprises the £8,380,000 Public Transport contribution requested by DCC (Cran 028) plus £590,000 for Electric vehicle charging (which is outside DCC's s106 request. The CEA cost of £9,253,140 reflects the additional indexation of £283,140 for the bus enhancements calculated by EDDC. This was explained in DCC's Examination Matter 14 Statement, however, a typo incorrectly showed indexation of £238,140.</p> <p>Please see DCC's response to Examination Matter 14 (under item f). The rationale for the request has been set out in the DCC S106 statement (Cran 028) where the methodology for the infrastructure costs are identified in the July 2013 Axminster-Honiton-Exeter Corridor Report. This is consistent with our position at the East Devon Local Plan hearings. The justification for the second station is provided as part of Devon County Council's justification for second station (Cran 027).</p> <p>Highways England have stated that mitigation is only required beyond 6,500 dwellings. However, their comments only consider the effect on the strategic highway network (M5 and A30). DCC's position on the need for mitigation and public transport enhancement is based on the impact of development on the local highway network. The July 2013 Axminster-Honiton-Exeter corridor report that was submitted as part of the East Devon Local Plan EiP. The report examines the impact of proposed housing and employment development in East Devon on travel demand into Exeter City Centre, and the transport infrastructure and other measures required to support this in a sustainable and acceptable way.</p>
19	Off-site walking and cycling infrastructure	<p>Please see DCC's response to Matter 14 (under item f) and DCC's section 106 transport request June 2018 (Cran 028).</p> <p>It is noted that the Eastbound from Cranbrook to Whimble walking/cycling route has been removed from DCC S106 request. The ethos of bringing Cranbrook forward is to promote sustainable transport in order to facilitate further development. Without the S106 money requested, there is doubt over whether safe and suitable access can be achieved by all modes to Whimble. It is not unreasonable for residents of new expansion areas of Cranbrook to walk/cycle to Whimble. Without such provision, there is more emphasis for residents to use the private car.</p> <p>It is noted that the improvements are only listed as "important" – please see the comment 21 from the County Council's consultation response to the Cranbrook Plan Submission Draft February 2019 (dated 24th April 2019).</p>
20	Car club vehicles and/or e-bike docking stations	<p>Please see DCC's response to Matter 14 (under item f) and DCC's section 106 transport request June 2018 (Cran 028).</p> <p>It is noted that the improvements are only listed as "desirable" – please see the comment 18 from the County Council's consultation response to the Cranbrook Plan Submission Draft February 2019 (dated 24th April 2019).</p>
21	Travel planning	<p>Please see DCC's response to Matter 14 (under item f) and DCC's section 106 transport request June 2018 (Cran 028).</p> <p>It is noted that the improvements are only listed as "desirable" – please see the comment 16 from the County Council's consultation response to the Cranbrook Plan Submission Draft February 2019 (dated 24th April 2019).</p>

22	Children's Centre	<p>The existing s106 agreement provides direct provision of 250 sqm of children's centre delivery space or payment of a contribution of £432,000 index linked for this purpose.</p> <p>DCC has requested a contribution of £30,000 for the fit-out costs for the children's centre from the expansion area development, as detailed in the County's s106 request for the expansion area expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT. This is required to ensure the children's centre is ready for use. The figure comes from an itemised costed list of the required items such as furniture, play equipment and IT/office/meeting equipment.</p>																		
23	West Primary school of 420 places plus early years	<p>The Updated Cost figure of £7,200,000 was stated in the East Devon Infrastructure Delivery Plan Review November 2017. As explained in DCC's Matter 14 Examination statement s.3.1.1, comments 18 and 29 of our consultation response to the Submission Draft requested this education cost to be index linked from March 2015 as per the DCC Education Infrastructure Plan (EIP), which would result in a figure of £8,666,667. However, following subsequent discussion with EDDC, we have agreed a lower figure of £8,153,024.</p> <p>The CEA costs of £8,153,024 is explained in s.3.1.2 of DCC's Examination Statement for Matter 14. To summarise, this cost has been calculated as:</p> <table border="1" data-bbox="523 996 1433 1892"> <thead> <tr> <th>Contribution element</th> <th>Cost £</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>Provision of 420 primary places</td> <td>6,727,980</td> <td>420 x £16,019 £16,019 per pupil is the cash multiplier rate for Primary Education New Build stated on page 58 of DCC's Education Infrastructure Plan</td> </tr> <tr> <td>Indexation for 420 places</td> <td>1,370,514</td> <td>Indexation Q1 2015 (270) to Q2 2019 (327) BCIS All in Tender price index as indicated on page 58 of DCC's Education Infrastructure Plan. DCC's s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT requested contributions in accordance with DCC's Education Infrastructure Plan. Indexation was again requested in comments 18 and 29 of DCC's consultation response to the Submission Draft.</td> </tr> <tr> <td>Community room for children's centre delivery 100sqm</td> <td>50,000</td> <td>As requested in DCC's s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT, and also DCC's consultation response for the revised Bluehayes planning application</td> </tr> <tr> <td>Indexation for community room</td> <td>4,530</td> <td>Indexation Q12017 (298) to Q2 2019 (325) BCIS All in Tender price index</td> </tr> <tr> <td>Total</td> <td>8,153,024</td> <td></td> </tr> </tbody> </table> <p>As shown on page 58 of the DCC's EIP, the £16,019 cash multiplier rate is based on the DCSF Cash Multiplier Rates published in 2009-10 uplifted based on BCIS All-in TPI from Q1 2009 to March 2015. For comparison, the latest DfE scorecards indicate the national average cost per place in new</p>	Contribution element	Cost £	Notes	Provision of 420 primary places	6,727,980	420 x £16,019 £16,019 per pupil is the cash multiplier rate for Primary Education New Build stated on page 58 of DCC's Education Infrastructure Plan	Indexation for 420 places	1,370,514	Indexation Q1 2015 (270) to Q2 2019 (327) BCIS All in Tender price index as indicated on page 58 of DCC's Education Infrastructure Plan. DCC's s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT requested contributions in accordance with DCC's Education Infrastructure Plan. Indexation was again requested in comments 18 and 29 of DCC's consultation response to the Submission Draft.	Community room for children's centre delivery 100sqm	50,000	As requested in DCC's s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT, and also DCC's consultation response for the revised Bluehayes planning application	Indexation for community room	4,530	Indexation Q12017 (298) to Q2 2019 (325) BCIS All in Tender price index	Total	8,153,024	
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		<p>primary schools is £19,611 at March 2019. Using the regional factor of 0.99, the latest primary new build rate for Devon is £19,415. DCC's Education Infrastructure Plan will be revised soon to reflect this new rate. Until this time, the rates in the existing Education Infrastructure Plan will be used.</p> <p>Appendix 1 of the IDP lists a land take of 2.0 hectares for the 420 primary school. DCC requested a site area of 2.0 hectares for 420 primary places plus early years provision in its s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT. This request explained that DCC's request is based on the <u>maximum</u> requirements identified in Building Bulletin Guidance BB103 due to the forecast pupil numbers. The landtake calculation is:</p> <table border="1" data-bbox="539 658 1433 1137"> <thead> <tr> <th colspan="3">Building Bulletin Guidance BB103</th> </tr> <tr> <th></th> <th colspan="2">Landtake</th> </tr> <tr> <th>Guidance</th> <th>Minimum Site (m²)</th> <th>Maximum Site (m²)</th> </tr> </thead> <tbody> <tr> <td>Base Area (m²)</td> <td>2,000</td> <td>2,400</td> </tr> <tr> <td>Early years/nursery per pupil (m²)</td> <td>6</td> <td>7.5</td> </tr> <tr> <td>Age 5 - 11 per pupil (m²)</td> <td>33.3</td> <td>42</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td>420 school 5 - 11 R - Yr6</td> <td>15,986</td> <td>20,040</td> </tr> <tr> <td>57 place early years/nursery (ages 2 -5 all year round)</td> <td>342</td> <td>428</td> </tr> <tr> <td>Total at 420 school site</td> <td>16,328</td> <td>20,468</td> </tr> </tbody> </table> <p>The Cranbrook School Capacity Assessment contained in Appendix 2 of this document demonstrates that existing schools at Cranbrook and nearby will not have capacity to service the expansion area development. In addition, letters from the Ted Wragg Trust and the Diocese of Exeter in Appendices 3 and 4 state that they cannot accommodate additional pupil numbers at their school sites on a temporary or permanent basis.</p>	Building Bulletin Guidance BB103				Landtake		Guidance	Minimum Site (m ²)	Maximum Site (m ²)	Base Area (m ²)	2,000	2,400	Early years/nursery per pupil (m ²)	6	7.5	Age 5 - 11 per pupil (m ²)	33.3	42				420 school 5 - 11 R - Yr6	15,986	20,040	57 place early years/nursery (ages 2 -5 all year round)	342	428	Total at 420 school site	16,328	20,468
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Total at 420 school site	16,328	20,468																														
24	East Primary school of 630 places plus early years	<p>The Updated Cost figure of £10,770,000 was stated in the East Devon Infrastructure Delivery Plan Review November 2017. As explained in DCC's Matter 14 Examination statement s.3.1.4, comments 19 and 29 of our consultation response to the Submission Draft requested this education cost to be index linked from March 2015 as per the DCC Education Infrastructure Plan (EIP), which would result in a figure of £12,963,889. However, following subsequent discussion with EDDC, we have agreed a lower figure of £12,202,271.</p> <p>The CEA costs of £12,202,271 is explained in s.3.1.5 of DCC's Examination Statement for Matter 14. To summarise, this cost has been calculated as:</p>																														

Contribution element	Cost £	Notes
Provision of 630 primary places	10,091,970	630 x £16,019 £16,019 per pupil is the cash multiplier rate for Primary Education New Build stated on page 58 of DCC's Education Infrastructure Plan
Indexation for 630 places	2,055,771	Indexation Q1 2015 (270) to Q2 2019 (327) BCIS All in Tender price index as indicated on page 58 of DCC's Education Infrastructure Plan. DCC's s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT requested contributions in accordance with DCC's Education Infrastructure Plan. Indexation was again requested in comments 19 and 29 of DCC's consultation response to the Submission Draft.
Community room for children's centre delivery 150sqm	50,000	As requested in DCC's s106 request for the expansion area expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT, applications.
Indexation for community room	4,530	Indexation Q12017 (298) to Q2 2019 (325) BCIS All in Tender price index
Total	12,202,271	

Please see the note for item 23 above for the explanation of the £16,019 per pupil rate.

Appendix 1 of the IDP lists a **land take** of 4.25 hectares for the 630 primary school and SEN school. DCC requested a site area of 2.9 hectares for 630 primary places plus early years provision in its s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT. This request explained that DCC's request is based on the maximum requirements identified in Building Bulletin Guidance BB103 due to the forecast pupil numbers. The landtake calculation is:

Building Bulletin Guidance BB103		
	Landtake	
Guidance	Minimum Site (m²)	Maximum Site (m²)
Base Area (m ²)	2,000	2,400
Early years/nursery per pupil (m ²)	6	7.5
Age 5 - 11 per pupil (m ²)	33.3	42
630 school R - Yr6	22,979	28,860
80 place early years/nursery (ages 2 -5 all year round)	480	600
Total at 630 school site	23,459	29,460

		<p>The Cranbrook School Capacity Assessment contained in Appendix 2 of this document demonstrates that existing schools at Cranbrook and nearby will not have capacity to service the expansion area development. In addition, letters from the Ted Wragg Trust and the Diocese of Exeter in Appendices 3 and 4 state that they cannot accommodate additional pupil numbers at their school sites on a temporary or permanent basis.</p>																		
25	<p>Enhanced Secondary education provision – expansion to around 1125 places</p>	<p>The Updated Cost of £2,598,992 is explained in s. 3.1.8 of DCC’s Examination Statement for Matter 14. This states “Following the Submission Draft consultation period, the County Council has had further discussions about viability of the Cranbrook Plan with East Devon District Council. We have agreed with EDDC to request a £2,598,992 S106 contribution towards secondary education provision arising from the 4,170 dwellings allocated in policies CB2, CB3, CB4 and CB5. This figure is based on the existing commitment within a Memorandum of Understanding (MOU) with the East Devon New Community Partners to provide £1,534,985 index linked to provide for 7,500 dwellings to fund the fit-out of the remainder of the existing buildings which have already been constructed plus expansion of the school to provide for an additional 170 dwellings over this threshold. The figure has been calculated in the following way:</p> <table border="1" data-bbox="523 936 1433 1464"> <thead> <tr> <th>Contribution element</th> <th>Cost £</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>Memorandum of Understanding (MOU)</td> <td>1,534,985</td> <td>MOU states this provides 1000 school places for 7,500 dwellings</td> </tr> <tr> <td>MOU indexation</td> <td>391,154</td> <td>Q4 2014 259 to Q2 2019 325 BCIS</td> </tr> <tr> <td>25.5 extra places @ £21,921 per place</td> <td>558,985.50</td> <td>170 dwellings above MOU 170 x 0.15 = 25.5 school places Place multiplier and cost per place identified in the Education Infrastructure Plan</td> </tr> <tr> <td>Indexation for 25.5 places</td> <td>113,867</td> <td>Q1 2015 270 to Q2 2019 325 BCIS</td> </tr> <tr> <td>Total secondary expansion cost</td> <td>£2,598,992</td> <td></td> </tr> </tbody> </table> <p>As shown on page 58 of the DCC’s EIP, the £21,921 cash multiplier rate is based on the DCSF Cash Multiplier Rates published in 2009-10 uplifted based on BCIS All in TPI from Q1 2009 to March 2015. As stated for item 23, DCC’s Education Infrastructure Plan will be revised soon to reflect new DfE scorecard rates (£22,738 secondary extension rate). Until this time, the rates in the existing Education Infrastructure Plan will be used.</p> <p>It should be noted that the MOU was predicated on the basis that 90% (ie. 6,750) of the 7,500 dwellings would be ‘family dwellings’. However, if all the dwellings are family dwellings, 1000 secondary places only provides sufficient capacity for 6,667 homes using the 0.15 pupil place multiplier. Equally 7,500 dwellings requires 1,125 secondary places.</p> <p>This means that if there is more than 90% family dwellings, the MOU would result in a shortfall of up to £2,740,000 which represents the provision of 125 places arising from 833 dwellings, which is the uplift from 1,000 MOU places</p>	Contribution element	Cost £	Notes	Memorandum of Understanding (MOU)	1,534,985	MOU states this provides 1000 school places for 7,500 dwellings	MOU indexation	391,154	Q4 2014 259 to Q2 2019 325 BCIS	25.5 extra places @ £21,921 per place	558,985.50	170 dwellings above MOU 170 x 0.15 = 25.5 school places Place multiplier and cost per place identified in the Education Infrastructure Plan	Indexation for 25.5 places	113,867	Q1 2015 270 to Q2 2019 325 BCIS	Total secondary expansion cost	£2,598,992	
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Total secondary expansion cost	£2,598,992																			

		<p>only catering for 6,667 dwellings ($7,500 - 6,667 = 833$ dwellings, $833 \times 0.15 = 125$ places; $125 \times \text{£}21,921 = \text{£}2,740,000$).</p> <p>The Cranbrook IDP February 2019 (and the East Devon IDP) both identified the project cost as £4,275,000 resulting from the £1,534,985 MOU cost + £2,740,000 expansion cost to provide 1125 places. This was on the basis that all dwellings are family dwellings (DCC's usual approach unless told otherwise).</p> <p>The 4,170 dwellings allocated in policies CB2, CB3, CB4 and CB5 results in total of 7,670 permitted/allocated dwellings. This requires provision of 1,150 secondary places using the pupil multiplier. This should require contributions for 25 further secondary places, ie £558,985 + indexation £113,867 on top of the £4,275,000, totalling £4,947,852.</p> <p>In summary, the Cranbrook IDP January 2020 creates a shortfall of up to £2,348,860 for the provision of additional secondary provision at Cranbrook ($\text{£}4,947,852 - \text{£}2,598,992 + \text{£}2,348,860$).</p>															
26	Special Educational Needs (SEN) provision	<p>The Updated Cost figure of £5,400,000 was stated in the East Devon Infrastructure Delivery Plan Review November 2017.</p> <p>The CEA costs of £1,023,703, is explained in s.3.1.11 of DCC's Examination Statement for Matter 14. To summarise, this cost has been calculated as a £1,000,000 contribution plus indexation minus £180,000 for the overprovision of 0.6 ha of land:</p> <table border="1" data-bbox="523 1093 1434 1742"> <thead> <tr> <th>Contribution element</th> <th>Cost £</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>Provision of 25 SEN places</td> <td>1,000,000</td> <td>25 x £40,000 per SEN pupil place The contribution rate of £400,000 per SEN pupil place was requested in DCC's s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT.</td> </tr> <tr> <td>Indexation for provision of 25 places</td> <td>203,704</td> <td>Indexation Q1 2015 (270) to Q2 2019 (327) BCIS All in Tender price index as indicated on page 58 of DCC's Education Infrastructure Plan.</td> </tr> <tr> <td>Offset for overprovision of 0.6 ha of land</td> <td>-180,000</td> <td>Offset proposed by EDDC in the January 2020 IDP update. DCC indicated that the s106 contribution can be reduced to reflect any over-provision of land in DCC's s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT.</td> </tr> <tr> <td>Total</td> <td>1,023,704</td> <td></td> </tr> </tbody> </table> <p>This calculation is based on a contribution rate of £400,000 per SEN pupil place. It should be noted that new DfE guidance on Securing developer contributions for education section 17 recommends that developer contributions for special school places are set at four times the cost of mainstream places, consistent with the spaces standards in Building Bulletin 104. This would result in a contribution rate of £64,076 (primary) to £97,044 (secondary) index linked using new build rates in DCC's Education Infrastructure Plan.</p>	Contribution element	Cost £	Notes	Provision of 25 SEN places	1,000,000	25 x £40,000 per SEN pupil place The contribution rate of £400,000 per SEN pupil place was requested in DCC's s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT.	Indexation for provision of 25 places	203,704	Indexation Q1 2015 (270) to Q2 2019 (327) BCIS All in Tender price index as indicated on page 58 of DCC's Education Infrastructure Plan.	Offset for overprovision of 0.6 ha of land	-180,000	Offset proposed by EDDC in the January 2020 IDP update. DCC indicated that the s106 contribution can be reduced to reflect any over-provision of land in DCC's s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT.	Total	1,023,704	
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		<p>The need for 25 places was identified in DCC's s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT. This request states that approximately 1.5% of children require a specialist placement and therefore a development of 4,120 houses will generate the need for 25 special places. This is calculated as $4,120 \times 0.4 \times 1.5\%$, with the 0.4 being the combination of primary (0.25) and secondary (0.15) pupils generated from each new dwelling, as identified on page 56 of DCC's Education Infrastructure Plan. It should be noted that the full 7,670 allocated houses at Cranbrook would be expected to generate a need for 46 additional SEN places ($7,670 \times 0.4 \times 1.5\%$).</p> <p>DCC's s106 request for expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT also states that a site of circa 1.2 hectares will be required to support the provision of a 50 place special school which serves Cranbrook. Therefore, the expansion area development will need to provide 0.6 ha of the 1.2 ha site.</p>
29	Extra Care Housing x 55 flats	<p>The Updated Cost figure of £10,340,000 is the total build cost for a 55 unit extra care facility, at a cost of £188,00 per unit, as explained in s.3.1.24 of DCC's Examination Matter 14 Statement. The unit cost of £188,000 is based on capital build costs of new schemes delivered in Devon, including Totnes £11m for 60 units completed 2018 and Exeter £12m for 53 units completing 2020 (Passivhaus design). Extra care facilities have a significantly higher capital development cost than general needs housing due to the extensive communal care facilities.</p> <p>The Devon Extra Care Housing Strategy Appendix a states a unit cost of £165,000. This figure was lower than the £188,000 cost used because DCC had not completed many schemes locally at that point so the national average was used and because build costs have increased over the past 10 years.</p> <p>The CEA costs in the Cranbrook IDP January 2020 identifies the ECH costs as £3,500,000. Due to East Devon District Council's concerns about the viability of the Cranbrook Plan, DCC has reduced its s106 contribution request from £5,170,000 – as explained in s.3.1.25 of DCC's Examination Matter 14 Statement.</p> <p>DCC's Extra Care Housing Strategy (August 2015 Refresh) specifies the need for a 55 unit facility to cater for 6,000 dwellings at Cranbrook. DCC has secured ECH land under the existing s106 agreement and requested s106 contributions from the expansion area development. This is required to enable DCC to meet its statutory requirements to provide care for people with eligible needs (assessed under the Care Act 2014) who are also eligible for funding assistance under DCC's 'strength based approach'. In order to meet its statutory obligations, DCC needs to place eligible people in below market value affordable accommodation. Private sector housing for older people developed on a commercial basis would not meet the need for DCC funded clients as it would not be affordable.</p>
31	Youth services facility (build)	The existing s106 agreement will provide 480 sqm of Youth Facilities floorspace.
32	Youth services facility (fit out)	The £30,000 figure for fit-out costs came from discussions between EDDC and Cranbrook Town Council at the time it was thought that the Town Council would take on the operation of the Youth Centre.

34	Library facilities (build)	The existing s106 agreement will provide 450 sqm of Library Facilities floorspace.										
35	Library facilities (fit-out)	<p>The Updated Cost of £480,000 comes from DCC's request for a s106 contribution of £479,656 for the fit-out costs of the library from the expansion area expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT. This is required to ensure that the library is fully fitted out and stocked ready for use. This was costed as the following:</p> <table border="1" data-bbox="523 616 1433 1120"> <thead> <tr> <th data-bbox="523 616 1238 712">What</th> <th data-bbox="1238 616 1433 712">Anticipated Cost</th> </tr> </thead> <tbody> <tr> <td data-bbox="523 712 1238 835">Library counter, self-service terminals, stock security, ICT Facilities and access control system including design, procurement, purchase, installation</td> <td data-bbox="1238 712 1433 835">199,656</td> </tr> <tr> <td data-bbox="523 835 1238 958">Interior design: shelving, loose furniture, fixtures and fittings, including design, procurement, purchase, installation</td> <td data-bbox="1238 835 1433 958">100,000</td> </tr> <tr> <td data-bbox="523 958 1238 1059">Library stock including A/V media including design, procurement, purchase, installation</td> <td data-bbox="1238 958 1433 1059">180,000</td> </tr> <tr> <td data-bbox="523 1059 1238 1120">Total</td> <td data-bbox="1238 1059 1433 1120">479,656</td> </tr> </tbody> </table>	What	Anticipated Cost	Library counter, self-service terminals, stock security, ICT Facilities and access control system including design, procurement, purchase, installation	199,656	Interior design: shelving, loose furniture, fixtures and fittings, including design, procurement, purchase, installation	100,000	Library stock including A/V media including design, procurement, purchase, installation	180,000	Total	479,656
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APPENDIX 1

**Devon County Council's s106 request for the expansion area applications
15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT**

Cranbrook s106 request for the expansion area applications and evidence base

Devon County Council's revised request - 11 January 2017

The following contributions are requested by Devon County Council from the following 'expansion' applications for further development at Cranbrook new town, i.e. those to expand the town beyond its permitted size by a combined total of 4,120 dwellings:

15/0045/MOUT

15/0046/MOUT

15/0047/MOUT

The requirements below have been calculated on the basis that these three applications will come forward at the housing level applied for and be subject to one new principle s106 agreement.

Library services

The principle s106 (and Deed of Variation) makes provision for a permanent library space of 450m² plus parking and servicing areas to be provided by the developers to a specification agreed by the county council, on 0.1 hectares of serviced land.

Space requirements for libraries are set out by the Museums, Libraries and Archives Council (MLA)¹. The MLA specifies that every 1,000 people require approximately 30m² of library space. The development of Cranbrook has 3,487 permitted dwellings with an additional 4,120 dwellings proposed by the EDNCP, making a total of 7,607 dwellings. The Department for Communities and Local Government dwelling occupancy figures for East Devon set out that each dwelling houses 2.19 persons². Therefore it can be seen that this level of development should in total fund a library of 499.78m² in size. However the county council is content that the 450m² provided under the principal agreement (and DoV) will be sufficient so long as funding is made available to fit the library facility out.

Fit out

The library fit out should be provided by the developers to ensure that the library is fully fitted out and stocked ready for use. The following table sets out the cost of the library fit out, which could either be provided directly by the new community partners (although this would be difficult to manage) or as a financial contribution (the preferred option).

¹ MLA space standards are available here:

http://cultureandsportplanningtoolkit.org.uk/fileadmin/user_upload/Public_libraries_archives_and_new_development-a_standard_charge_approachFINAL.pdf

² CLG household size figures are available in table 427 of the live tables on household projections: <https://www.gov.uk/government/statistical-data-sets/live-tables-on-household-projections>

What	Anticipated Cost
Library counter, self-service terminals, stock security, ICT Facilities and access control system including design, procurement, purchase, installation	199,656
Interior design: shelving, loose furniture, fixtures and fittings, including design, procurement, purchase, installation	100,000
Library stock including A/V media including design, procurement, purchase, installation	180,000
Total	479,656

The new community partners should pay in full for these fit out costs of **£479,656** index linked.

For reference, the per square metre charge set out in the MLA document is £3,514/m² for construction and initial fit out excluding land, including fit out costs of £1,404/m². A library of 450m² would require a contribution of £631,800 for the fit out costs using this rate (450 * £1,404).

Location / arrangement

In terms of location, the library should be in the town centre close to the retail area. We wish it to be co-located with at least one other facility, preferably the town council. This does, however, depend on the wishes of other organisations which would be running the facilities, such as the town council.

Youth services

The principal s106 makes provision for a permanent youth services space of 480m² to be provided by the developers to a specification agreed by the county council, plus outdoor recreation space, parking and servicing areas on 0.2 hectares of land.

Devon County Council will be divesting the operational running of its youth service to a public service mutual from 2017. Under the terms of this contract, the county council will not be providing or commissioning youth services in Cranbrook. Cranbrook Town Council is due to assume responsibility for the future provision of services for young people in the town and for the youth service space provided under the existing s106 agreement. As such, the Town Council will make any additional request for contributions relating to youth services associated with the expansion planning applications.

Children's services

The principal s106 sets out that a children's centre delivery space of 250m² will be provided by the developers to a specification agreed by the county council, plus outdoor space, parking and servicing on 0.1 hectares of land.

This children's centre facility as proposed is a small facility for a town the size of Cranbrook (taking into account the three expansion area applications). This, and the fact that children's centres are most effective if they are located within the heart of local communities, means that it is necessary to provide more children's centre facilities to accommodate the expansion area applications. It is considered that this will be best achieved by providing **community use areas within the primary schools** that are proposed. Further details are given in the Education section below.

Fit out

As with the library, once the main children's centre facility has been provided, there is a need to fit this out so that it is ready for use. The requirements for children's centres in terms of facilities are significantly lower than for other facilities, essentially including furniture, play equipment and IT/office/meeting equipment. The cost of this is estimated to be **£30,000**, which is requested as a financial contribution (index linked). A secure buggy store and a shed for external play equipment should also be provided to an agreed specification.

Location / arrangement

Ideally the children's centre facility from the principal s106 would be co-located with other town centre facilities. This could be with the Health & Wellbeing Centre/healthy living hub, youth centre, leisure centre or library.

As indicated above, the additional children's centre requirement is for community spaces to be delivered at new primary schools within the expansion areas.

Extra Care Housing

The principal agreement in the s106 sets out that the developers will provide 0.5 hectares of land for the provision of an extra care facility.

The county council's Extra Care Housing Strategy specifies the need to provide a 55 unit facility at Cranbrook (to cater for 6,000 dwellings)³. Based on similar schemes provided recently in Devon, a site of 0.6 hectares would be required. Therefore an additional **0.1 ha of land** is requested from the developer. As extra care housing schemes need to be 50 units or greater in size, this land should be provided as a single parcel.

In addition, a contribution is requested towards the building costs. Recent schemes in Devon indicate that the cost of providing each extra care unit is £188,000. A contribution of 50% towards the overall cost is requested assuming that funding for the remainder can be obtained from the provider and/or government grants. A contribution of **£5,170,000** index linked is requested ($55 * 188,000 * 0.5$) from the developer. The council thinks it would be appropriate for this to be provided as part of the mix of affordable housing secured in accordance with the Local Plan policy.

³ Devon County Council. Extra Care Housing: Refresh of the Commissioning Strategy for Extra Care Housing (2009). August 2015. Available at (listed under 'Other policies'):
<https://new.devon.gov.uk/adultsocialcareandhealth/policies-and-procedures/>

Location / arrangement

Land for extra care housing should be provided as a separate site within or on the edge of the town centre. It should be very close to town centre facilities, particularly to the health and wellbeing centre, preferably on an adjacent site.

Health facilities

The principal agreement for Cranbrook sets out that the developers will provide 0.7 hectares for health and wellbeing land.

Discussions between the county council, the NHS and the clinical commissioning group about the requirements of healthcare at Cranbrook have highlighted the opportunities to tackle health by influencing behaviour and lifestyle. Cranbrook gained 'healthy new towns' status, which will help to improve public health within the town. The design of Cranbrook will be fundamental to the delivery of public health objectives, needing to provide green infrastructure and opportunities to access nature, as well as walking and cycling routes that are safe and attractive. In addition to the built environment, specific health and wellbeing facilities will be required in Cranbrook. The existing GP practice at the Younghayes Centre is overcapacity and additional GP facilities will need to be provided. The most appropriate way to deliver this is to have a larger health and wellbeing facility in the town centre, supported by health provision at or close to community facilities at either end of the town. These requirements are being identified by the Devon Clinical Commissioning Group in association with health partners.

Location / arrangement

It would be ideal if the health and wellbeing hub is integrated with other community services in the town centre, preferably part of the same building or plot of land as the leisure centre.

It is considered that health provision should be provided at community facilities located in the east and west / southwest expansion areas. This satellite provision would benefit from being located at or close to the community use areas requested at the two additional primary schools (see below).

Education

Primary Provision

Devon County Council notes the primary school proposed for each application will mitigate the impact of development but hopes there will be an opportunity to achieve a more economical solution. As such, assuming that the three sites come forward as set out in the applications (in full and without significant variation to the number of dwellings) it is considered that two new primary schools would be more advantageous than three, providing 630 pupil places and 420 pupil places. The 630 place school would be located in the eastern expansion area and the 420 place

school located in either the western or southern expansion areas (depending on the final number and location of dwellings). The catchment areas of existing schools would need to be amended to ensure the schools serve appropriate areas and help to reduce crossing of the B3174 by school pupils.

The developers are requested to provide land for new primary school provision, along with either a financial contribution towards the building costs or provision of the completed buildings. The primary schools must include early years provision and a community room.

The size of the school sites will be directly related to relevant guidance at the time of commencement on design; the figures quoted below are based on current building bulletin guidance (BB 103)⁴. Given the forecast pupil numbers, the size of the sites should be in line with the maximum requirements identified in the guidance, which are currently:

630 places plus early years:	2.9 hectares
420 places plus early years:	2.0 hectares
210 places plus early years:	1.2 hectares

For reference, the requirements of three different school sizes are listed:

Building Bulletin Guidance BB103		
	Landtake	
Guidance	Minimum Site (m²)	Maximum Site (m²)
Base Area (m ²)	2,000	2,400
Early years/nursery per pupil (m ²)	6	7.5
Age 5 - 11 per pupil (m ²)	33.3	42
630 school R - Yr6	22,979	28,860
80 place early years/nursery (ages 2 -5 all year round)	480	600
Total at 630 school site	23,459	29,460
420 school 5 - 11 R - Yr6	15,986	20,040
57 place early years/nursery (ages 2 -5 all year round)	342	428
Total at 420 school site	16,328	20,468
210 School R-Yr6	8,993	11,220
34 place early years/nursery (ages 2 -5 all year round)	204	255
Total at 210 school site	9,197	11,475

⁴ <https://www.gov.uk/government/publications/mainstream-schools-area-guidelines/area-planning-for-maintained-schools>

Devon County Council recognises the developer would want to decide whether it intends to deliver the completed primary school infrastructure or pay contributions towards its provision. In respect of financial contributions, each eligible dwelling (2 bedrooms or more) will be asked to contribute £4,004 towards primary provision and £250 for early years in accordance with the Devon County Council's Education Infrastructure Plan 2016 to 2033⁵. Should the developers choose to deliver the provision, it must be to an agreed specification based on the guidance at that time for primary and early years education.

The primary schools design will need to include a facility to support multi-agency working, children's centre delivery and community meeting space. It is expected this space would be booked through agreement with/supervision by the school and as such there would not be a huge requirement in terms of space or segregation of provision. For the avoidance of doubt, this would be a single space, which would need to be designed into the school. The size of these **community rooms** would be **150m²** at a 630 place school site and **100m²** at a 420 or 210 place school.

The primary schools should also include early years/nursery provision. This needs to be 80 early years places at a 630 school, 57 early years places at a 420 place school and 34 spaces at a 210 place primary school. The early years provision should be compliant with the requirements of BB103. This specifies a site area of between 6 and 7.5 m² per nursery place, which includes 2.3 m² per nursery place of basic teaching space (Annexes A and B). This results in a net basic teaching space of:

630 school: PAN 80 = 184 m²
420 school: PAN 57 = 131.1 m²
210 school: PAN 34 = 78.2 m²

Trigger points for the delivery of the primary provision would need to be agreed, and it should be assumed that delivery will be required very early in the next phase of the Cranbrook development due to the lack of capacity in existing schools and wider area. Similar to the current arrangements, primary provision will be planned as schools fill up. There are potentially three separate sites, however the council would not support the simultaneous opening of the new primary schools due to viability and revenue issues.

Secondary Provision

The requirements from the developers up to 7,500 dwellings have been agreed between DCC and the Consortium in a memorandum of understanding (MOU, signed on 19 December 2014). As such, the contribution of £1,534,985 will need to be made as a minimum by the developers. The purpose of this contribution is to fit out the wing of the building that has been built as a shell, but not fitted out for use.

The secondary provision at the education campus includes some additional land to provide for an additional built facility in future. A contribution to cover the cost of providing **additional built facilities at the education campus** is requested. In

⁵ Devon County Councils Revised Education Infrastructure Plan 2016 – 2033 is available at: <https://new.devon.gov.uk/planning/planning-policies/pupil-place-planning>

accordance with the council's Education Infrastructure Plan, any development over 7,500 dwellings will be required to make a contribution of £3228 per family dwelling towards secondary provision at the education campus, based on the 'extension' rate.

Devon County Council has previously informed the consortium that the additional capacity at the secondary school would be procured by the Academy sponsor but this will have to be within the parameters previously agreed between the Consortium and Devon County Council, specifically the cost and numbers of additional places provided to support 7,500 dwellings. The trigger points for the payment of secondary contributions were agreed previously in the MOU but may need to be adjusted for the additional houses over 7,500.

Special School Provision

Approximately 1.5% of children require a specialist placement and therefore a development of 4,120 houses will generate the need for 25 special places. This is calculated as $4,120 \times 0.4 \times 1.5\%$, with the 0.4 being the combination of primary (0.25) and secondary (0.15) pupils generated from each new dwelling.

A site of circa 1.2 hectares will be required to support the provision of a 50 place special school which serves Cranbrook. Therefore, the development will need to provide 0.6 ha of the 1.2 ha site and capital contributions of £1,000,000 (based on £40,000 per place). It is anticipated that section 106 contributions can be reduced to reflect any over-provision of land.

The cost of special schools, due to their unique nature, are significantly higher than the costs involved in providing mainstream education facilities and it is assumed that provision in Cranbrook will support children with high end needs. Opportunities to share accommodation, in particular with a primary school, are limited although co-location may offer some education and school management benefits as well as efficiencies of land take.

Higher education

It is anticipated that pupils from the education campus will attend Exeter College for higher education.

Transport

Travel demand from these applications will begin to place significant strain on the east-west transport corridor, including the B3174, M5 junctions 29 and 30, A30 airport junction, Tithebarn link road, bus and rail services, and walking and cycling infrastructure.

Traffic modelling undertaken by Devon County Council, in liaison with Highways England, identifies that beyond development of 6,500 dwellings and the consented employment sites in the West End the operation and safety of strategic highway infrastructure (including M5 Junction 29, Tithebarn Link Road and the A30 airport junction) will begin to be compromised.

As such, and consistent with our position at the Local Plan hearings and policies in the NPPF, to accommodate development beyond 6,500 dwellings the county council is seeking contributions towards sustainable infrastructure to encourage a significant shift to non-car modes. Central to this are improvements to the local rail network.

Public transport

The Devon County Council July 2013 Axminster-Honiton-Exeter corridor report prepared for the East Devon Local Plan Hearings identified that enhancement of rail frequency on the Waterloo Line out to Honiton/Axminster would help to alleviate the vehicular demand of up to 3,400 dwellings in the West End.

To achieve an enhanced frequency of 2 trains per hour, a range of passing loop options have been investigated by the County Council. These range from £15,105,000 for a simple local loop providing a single place to pass to £45,000,000 for a dynamic loop that also provides betterment to mainline resilience and rail services.

Developers are being asked to make a pro-rata contribution towards the lower cost £15 million loop, which is the minimum requirement to enable an increased service frequency. This is the same approach undertaken for the 900 homes at Mosshayne (14/2761/MOUT), where a sum of £3,998,000 equal to $\{[900/3400]*£15,105,000\}$ was agreed.

In this instance, a new community at Cranbrook has always been a central part of the East Devon Local Plan. The draft local plan allocations that helped to inform the East of Exeter modelling identified 6,000 dwellings for Cranbrook and this allocation has always formed a fundamental part of the future scenarios and transport planning and is considered to form part of the 6,500 home limit to the East of Exeter.

As a result, the contribution being sought from these applications is for the 1,620 dwellings above this threshold. Therefore, a sum of **£7,194,420** ($[1620/3400]*£15,105,000$), or £4,441 per dwelling, towards the passing loop is requested.

To assist with delivery of the overall scheme, it is requested that approximately 10% of this contribution is made available at an early stage of the development to enable progression of the design work. Again, this is similar to the Mosshayne S106 where £400,000 of the £4,000,000 contribution is payable on first occupation.

In addition to the need to provide a passing loop to deliver a regular half hourly frequency, the county council considers that the provision of a second rail station is required to mitigate the impacts on the A30 airport junction and support the proposed expansion of Cranbrook. With a second station the population of Cranbrook (~20,000 if all applications were approved) would lie within 1.5 km of a rail station, representing a highly sustainable transport strategy.

Based on recent experience of delivering the Cranbrook and Marsh Barton rail stations, the anticipated cost of the station is anticipated to be in the region of £9 million. This should be funded from the current live applications at Cranbrook

(15/0045/MOUT, 15/0046/MOUT & 15/0047/MOUT) and those in the vicinity (250 dwellings at Farlands - 14/2945/MOUT). The relevant contribution is indicated in the walking and cycling section below.

Walking and cycling

The NPPF is clear on the need to provide for sustainable transport modes, and that the facilities provided should be safe, secure and minimise conflict between pedestrians, cyclists and traffic. In addition, adequate provision for pedestrians and cyclists will reduce the burden on the highway network and contributes to significant benefits for human health and the environment.

The county council has identified a number of dedicated off-site pedestrian/cycle links that are required to connect residents of Cranbrook and Rockbeare to nearby amenities and employment sites. These routes are set out in the table below.

A cost estimate of £500 per metre for these has been based on other cycle routes that have been delivered by Devon County Council.

Measure	Description	Length (metres)	Cost	Justification
Westbound from Cranbrook To Blackhorse	High quality Pedestrian/cycle route from western edge of Cranbrook expansion (Station Road) to Mosshayne Lane	1,650	£825,000	Provide a safe, direct and attractive route towards amenities, jobs and existing cycle network in Exeter.
Eastbound from Cranbrook to Whimple	Segregated route from eastern edge of Cranbrook to the 'the Green' on western edge of Cranbrook	800	£400,000	Provide safe and suitable route to adjacent settlement of Whimple.
Southbound to Airport	New north-south trail linking Cranbrook to Airport via Rockbeare	3,000	£1,500,000	To provide a safe and attractive route from Cranbrook and Rockbeare to employment sites adjacent the airport.
Clyst Valley Way Northbound to Broadclyst	New route from the Cranbrook to Broadclyst Village	2,500	£1,250,000	Safe and suitable route to adjacent settlement of Broadclyst and leisure recreation

				facilities.
			<u>£3,975,000</u>	<u>Total</u>

The total estimated cost of the second station and cycle routes is £12,975,000. The pro-rata contribution across the 4,370 dwellings is £2,970 per dwelling. The corresponding request for this site is therefore **£12,236,400** (4,120 * £2,970). This contribution can therefore be sub-divided between the different sites as follows:

- 15/0045/MOUT - 820 Dwellings - **£2,435,500**
- 15/0046/MOUT – 1550 Dwellings - **£4,603,500**
- 15/0047/MOUT – 1750 Dwellings - **£5,197,500**

In addition to this, the development will need to provide appropriate suitable walking and cycling facilities connecting to these routes as part of its built form.

It is acknowledged that the delivery date of the second station could be influenced by the timing of the rail loop scheme. This does pose a risk that if the delivery of these schemes is later than expected then there may be a period where some form of interim measure is needed to provide for sustainable journeys in advance of delivery of the station. It is therefore recommended that up to £675,000 (based on 5 years at £135,000 per year) of the station contribution is flexibly worded in the s106 such that it can be available to support additional bus services in the interim period should it be required before delivery of the second station.

Travel Plan and Shared Mobility

The requirement for Travel Planning for large developments is explicitly set out in Paragraph 36 of the NPPF. The process for the original application site of 2,900 dwellings was refined as part of the November 2014 Deed of Variation. This secured a contribution of £12,000 per year for 10 years be made to Devon County Council to carry out residential Travel Planning.

It is requested that this approach is continued for the expansion areas. To reflect the additional dwellings in these applications and indexation since 2014, a contribution of £18,000 per annum for 15 years is requested from these applications.

A key part of reducing reliance on private cars, is giving residents access to a car on an ad hoc basis. This can be achieved with shared mobility schemes such as Car Clubs (as included in the initial phases of Cranbrook) and e-bikes. This approach should be continued and enhanced, and provision will need to be made for one of these features for every 400 dwellings. To best cater for future demand flexibility is requested to enable a mix of car club vehicles or bike docking station within the numbers for each area. The following is therefore requested:

- Four car club vehicles/or e-bike docking stations and bikes, and associated lining and signing for the eastern expansion (15/0047/MOUT)

- Four car club vehicles/or one e-bike docking station and bikes, and associated lining and signing for the southern expansion (15/0046/MOUT)
- Two car club vehicles/or one e-bike docking station and bikes and associated lining and signing for the western expansion. (15/0045/MOUT)

The S106 should be worded to cover the capital cost of the vehicles, docking stations, installation, signing, lining and ancillary works for the above sites. It is estimated that this figure will be approximately £25,000 per car club vehicle and £25,000 per e-bike docking station including a set of 5 bikes. This element of the S106 is therefore expected to cost approximately £250,000.

The locations for these should be agreed through the subsequent reserved matters applications, although the applicant is advised that it is expected these would be focused on the relevant local centres for each area. These should be provided incrementally as each phase grows.

Highways

The development proposes significant changes to the B3174. These changes and other measures on and/or adjacent to the public highway should be provided through highway works undertaken as part of the application (under a highways agreement).

Central to this will be provision of appropriate pedestrian cycle network to connect residents to key services, jobs and transport facilities and the proposed onward routes. Discussions on an agreed Access and Movement Strategy are progressing with the applicant.

Summary

The delivery of the West End of East Devon requires substantial investment in sustainable modes of transport in order to ensure adequate modal shift occurs. The proposed developments represent a significant amount of housing and travel growth and appropriate contributions to provide the infrastructure to accommodate this additional demand are sought. The total of the transport contributions requested from the Cranbrook expansion applications is:

- **£19,430,820** towards rail/walking and cycling infrastructure, plus
- **£18,000 per annum** for Travel Planning and
- provision of shared mobility vehicles for each of the expansion areas.

Appendix 2 Cranbrook Education Capacity Assessment

APPENDIX 2: CRANBROOK EDUCATION CAPACITY ASSESSMENT

Education Provision in Cranbrook – Capacity Assessment 5 February 2020

The strategy and requirement for education provision in Cranbrook are underpinned by the Devon County Council's Education Infrastructure Plan (EIP) as approved by DCC Cabinet:

<https://www.devon.gov.uk/planning/planning-policies/pupil-place-planning>

1. CURRENT SITUATION (Mainstream)

Based on school census information October 2019, there are currently 828 primary aged students living in the primary catchment area for the two schools in Cranbrook against a published primary capacity of 840 **(98.5%)**.

There are 321 secondary aged children living with Cranbrook against a built net capacity of 600 places (54%).

Devon understands there are circa 2,000 homes of the 3,500 home are now built, this represents 57% of the currently permitted development.

St Martin's Primary School has a maximum capacity of 420 primary places **(excluding early years)** and currently has 360 students on roll (86% occupancy) and a 2ha site.

The Cranbrook Education Campus has a primary capacity of 420 pupils **(excluding early years)** with 320 on roll (76% occupancy) and a secondary capacity of 600 places with 313 on roll. It should be noted that the Cranbrook Education Campus has been building from reception and year 7 and not been accepting applications into higher year groups.

Based on the numbers above and circa 2,000 occupations, the actual pupil yield is:

Primary – $828/2,000 = 0.41$

Secondary - $321/2,000 = 0.16$.

Based on NHS Data, known future cohorts of reception primary students in catchment for the two schools against a total published admission of 120 (before the impact of additional development) are:

September 2020 intake - 174

September 2021 intake - 139

September 2022 intake - 141

September 2023 intake - 162

This data demonstrates that the actual education need at Cranbrook is significantly greater than average and the pupil multiplier rates stated in DCC's Education Infrastructure Plan. This is further illustrated by the population structure diagram contained in Cranbrook Healthy New Town Exec Group's response to the Cranbrook Plan Preferred Approach consultation, available at:

<https://eastdevon.gov.uk/planning/planning-policy/cranbrook-plan/preferred-approach-consultation-responses-2017-18/#article-content>

In the assessment of education requirements for housing from 2,000 to 3,500 dwellings and from 3,500 to 7,670, DCC has used the indices as set out in the Education Infrastructure Plan:

Primary – 0.25

Secondary - 0.15

The permitted housing from 2,000 to 3,500 will result in the following additional pupils using the EIP pupil place multipliers of 0.25 for primary places and 0.15 for secondary places:

$1,500 \times 0.25 = 375$ primary students

$1,500 \times 0.15 = 225$ secondary students

On the basis of a further 4,170 dwellings from the allocated expansion area dwellings (from 3,500 to 7,670 dwellings), this equates to a further 1,042 primary and 625 secondary students.

In summary, the total expected need at Cranbrook up to 7,670 is therefore based on existing pupil numbers and future requirements using existing EIP multipliers:

	Primary	Secondary	Notes
0- 2,000 dwellings	828	321	Pupils already on role September 2019
2,000 – 3,500 dwellings	375	225	EIP multipliers 0.25 for primary places and 0.15 for secondary places
3,500 – 4,170 dwellings	1042	625	EIP multipliers 0.25 for primary places and 0.15 for secondary places
Total places needed	2245	1171	

Please note that these figures would be significantly higher using the actual pupil yield figures stated above.

The Education Infrastructure Plan sets out the projected population and infrastructure requirements for East Devon on page 43. The infrastructure for Cranbrook is listed as:

Infrastructure	Potential Timescale
1,000 place secondary school (11 – 16 years)	Part Delivered
420 primary provision plus nursery (2 – 11 years)	2021 – 2026
630 (or 210 or 420) primary provision plus nursery (2 – 11 years)	2026 – 2031
Children's Centre provision	2015 – 2021
Special School Provision	2019 - 2031

There are two existing primary schools within reasonable walking distance of the development:

Rockbeare C of E Primary – the school is an academy and upon conversion has a net capacity of 84 but has historically offered 15 places per year but does not have the accommodation to support this offer. There are currently 87 children on roll and it is projected that the school will remain at capacity due to growth in Cranbrook. The school occupies a constrained site with limited options for expansion.

Whimple Primary – the school is a maintained community school with a net/maximum capacity of 139. There are currently 142 children on roll and it is projected that the school will remain at capacity due to growth in Cranbrook. The school occupies a constrained site with limited options for expansion.

In respect of schools sites, based on Building Bulletin 103 which provides guidance on schools sites, the following sites areas are identified:

420 places primary plus early years – up to 2.0 ha

420 place primary, 1,200 place secondary and early years – up to 10.5 ha

The actual site areas of the existing schools at Cranbrook are:

St Martins C of E Primary site area – 2.0ha

Cranbrook Education Campus site area – 10.6ha

Both St Martin's C of E Primary and the Cranbrook Education Campus schools are their own admissions authorities. Attached (in Appendix 3 and 4 of this statement) are letters from the Exeter Diocesan Board of Education and Chief Education Officer at the Ted Wragg Multi Academy Trust about proposals for temporary accommodation and taking over published admissions number. Both schools state that they cannot accommodate additional pupil numbers at their school sites on a temporary or permanent basis.

2. CURRENT POSITION (Special Education Needs)

The Children and Families Act 2014 placed extended statutory duties on the Local Authority in respect of children and young people aged 0-25 years with Special Educational Needs (SEN). Since the introduction of the legislation, Local Authorities have seen a significant rise on the number of children with SEN. Between 2015 – 2019 Devon saw a 44% increase in the number of children issued with an Education, Health & Care Plan (EHCP). DCC's SEN Strategic Review endorsed the need for additional SEN provision to support the increasing numbers. This review has been signed-off by central government.

<https://new.devon.gov.uk/educationandfamilies/archives/6396>

Within Devon, 3,572 children were issued with Education , Health & Care Plans (EHCP) in 2015. By 2019, this figure has increased to 5,162. This is a 44% increase. There were 168 new requests for statutory assessments made in January 2020 which continues the growing trend seen in 2019. The number of students with EHCP's continues to grow along with the complexity of need of pupils and those requiring specialist provision.

As such, and in accordance with Devon County Council's Education Infrastructure Plan, contributions towards Special Education Provision will be sought on developments/allocations of 250 dwellings or above.

As identified in the strategic review and Education Infrastructure Plan approximately 1.5% of the new school population will require specialist education provision. In the main this will be delivered at a maintained Special School. Devon's special schools are at capacity with the exception the new schools which opened in September 2019 who will have a phased growth.

7,670 dwellings at Cranbrook can expect to generate a need for 46 additional special school places. It is recognised that the provision in Cranbrook will serve a wider area as it is not possible to accommodate all primary SEN needs together and as such the provision will support a certain type of need.

3. PROCESSES FOR OPENING A NEW SCHOOLS

The free school presumption process requires local authorities to seek proposals to establish a free school. Where there is a need for a new school to meet basic need for additional school places, the site and all associated capital and pre/post opening revenue costs have to be identified prior to seeking new sponsors.

For the majority of free schools the decision maker is the Department for Education and the Secretary of State has to be satisfied that all the above is in place before entering into a funding agreement with an academy sponsor. Some new schools may have to open in temporary accommodation, but such accommodation has to be safe, suitable and time limited.

The statutory process required to invite prospective school sponsors cannot commence without land and capital funding/school buildings being planned and deliverable. The statutory proposal below takes approximately 9 months:

- Consultation prior to launching competition to seek proposers
- Gather feedback to formulate specification
- Impact assessment
- Prepare and advertise competition process and invite proposals
- Hold a public meeting for prospective sponsors and stakeholders
- Assessment of proposals and submit to Department for Education
- Final decision by Secretary of State for Education.

4. CONCLUSION

There is a clear need for the early delivery of primary school buildings in Cranbrook due to the higher than average birth rates and high pupil yields from new housing. Therefore, there is a need to secure the primary school provision very early in the proposed expansion area firstly to ensure sufficient pupil places but also to facilitate the procurement of a school sponsor to operate the new school.

There is very limited, if any, capacity to provide temporary provision on existing sites and as above, the SoS for Education will not agree to a school sponsor without certainty of a permanent building and in any event DCC is unable to start the process.

In respect of Special School provision, the changes in Government policy and the increasing levels of need means that Cranbrook is a good location for SEN provision.

SPECIAL SCHOOLS SUMMARY

DfE No	School	SEN	Day/ Residential	Age range	Places available; Public Notice	NOR – Oct 2019
TBC	ACE Tiverton*	Autistic, Social, Emotional and Mental Health	Day	11-16	70	35
7008	Barley Lane	SEMH	Day	7-16	72	80
7044	Bidwell Brook	SLD & Profound & multiple learning difficulties	Day	3-19	110	137
7002	Ellen Tinkham	SLD/PMLD/Complex Needs	Day	3-19	180	226
7020	The Lampard Community School	Complex needs and ASD	Day	5-16	120	132
7088	Marland Resi/Day	SEMH	Res (weekly boarding) Day	10-16 6-16	40 66 places	91
7006	Mill Water Bicton	SLD, PMLD and Complex Needs	Day	3-19	100	117
7087	Orchard Manor School	Communication and Interaction difficulties, ASC, learning difficulties and social development needs	Day and Residential	3-19	156 day 35 residential	176
7005	Southbrook	MLD/Complex Needs and ASC	Day	11-16	120	136

7021	Pathfield	SLD	Day	3-19	137	153
TBC	Glendinning Special School, Newton Abbot**	Communication and Interaction Needs with or without diagnosis of Autism.	Day	7-19	120	48 from Sept 2020

* Only opening in September 19, forecast to be at capacity by end of 2021/22 academic year

** Due to open September 2020 subject to SoS sign off

Appendix 3 Letter from Ted Wragg Trust dated 4 February 2020

Chief Executive Officer: Moira Marder

Mr Simon Niles
Devon County Council
By Email: simon.niles@devon.gov.uk

Head Office:
Cranbrook Education Campus
Tillhouse Road
Cranbrook
Exeter
EX5 7EE
Tel: 01404 821977

4th February 2020

Dear Simon,

I am writing to clarify the Trust position with regards to additional primary capacity needed within the town. We always want to work in partnership with the local authority and developers to do what is best for local children. However, we cannot continue to take the pressure of increased pupil numbers in the primary phase as it is not operationally and financially sustainable.

Whilst Cranbrook Education Campus does have physical capacity within the school, the mothballed wing has been designed for secondary pupils and this would not work for increased primary capacity from an operational or a safeguarding perspective. This additional capacity will be needed for the growth in secondary pupil numbers in the next few years, therefore this is not a viable solution.

In addition to this, The Trust have serious concerns about increasing the capacity of the site for a number of reasons, namely:

- 1) High Levels of SEN – the school has a disproportionately high number of SEN pupils that is causing difficulties from a budget and operational perspective. Increasing pupil numbers will have a detrimental impact on these pupils education;
- 2) School Performance – increasing numbers of primary pupils will have an impact on standards for the current pupils as there are wider considerations that need to be factored in that have not been considered, such as the impact and capacity of the ancillary areas;
- 3) Health and Safety – There is a current risk on the management of the site during school drop off and pick up due to the road design at the front of the school. Increased traffic flow due to an increase in pupil numbers will take this risk to an unacceptable level;
- 4) Revenue Funding – The current revenue funding model for the additional pupils would not cover the increased cost of delivery and the current budget cannot take on this further risk.

Cont'd.

Therefore, to confirm our position, we are unable to take on the request for additional primary pupil capacity for the reasons stated above. If a new primary school is consequently built and there is a need to support with additional places, for a very short time, we are open to a further conversation.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'M Marder', with a stylized, cursive script.

Moira Marder
Chief Executive Officer

Appendix 4 Letter from the Diocese of Exeter dated 4 February 2020

Simon Niles Esq
Strategic Planning Children's Services
Room AB2, Lucombe House
County Hall
Topsham Road
Exeter, EX2 4QD

4 February 2020

Dear Mr Niles

St Martins CE VA Primary School, Cranbrook

I write following your enquiry as to the possibility of providing additional primary pupil places at St Martins School.

The school was designed and built as a 2FE school for 420 primary age pupils and the site and the common facilities/spaces at the school are all sized accordingly. The school and its site is unsuitable for accommodating further growth, be that of a permanent or temporary nature.

Please be advised that there are currently 360 children at the school which results in 60 spare pupil spaces available at St Martins (over the 7 year groups) at this point in time.

Yours sincerely



**Richard Power BSc(hons) MRICS
Diocesan Surveyor (Education)**

c.c. J Searson Esq, Diocesan Director of Education