

Planning Policy Evidence

Cranbrook Infrastructure Delivery Plan

2013-2031



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Contents

Introduction	1
Plan 1 – Cranbrook Expansion Areas	2
Table 1 – Definition of Priorities.....	5
Cranbrook Plan Requirements.....	6
Table 2 – Infrastructure allocated by expansion area	10
Consideration of risks and conclusions	17
Appendices.....	18
Appendix 1 – Equalisation Assessment for Required Infrastructure	18
Appendix 2 - Infrastructure Schedule for Cranbrook Plan Area only	31
Appendix 3 – Additional details for required infrastructure.....	45
Combined Heat and Power provision	45
Underground high voltage electricity power lines	46
Road junction.....	47
Footbridge and associated ramp	48
Public transport.....	49
Off site walking and cycling infrastructure	50
Car club vehicles and/or e-bike docking stations	51
Travel Planning.....	52
Childrens centre.....	53
2FE & 3FE Primary Schools.....	54
Enhanced secondary education provision.....	55
Special educational needs provision	56

Health and Well being hub	57
Extra care housing.....	58
Blue light Emergency Services facility.....	59
Youth Centre (fit out)	60
Town Council Offices.....	61
Library (Fit out)	62
Place of worship land and parsonage	63
Sports centre and swimming pool	64
Allotments	65
Play space	66
Natural Grass pitches	67
Artificial Grass pitch (offsite hockey)	68
Changing Room/ clubhouse	69
Cricket/Pavilion enhancements	70
Tennis Courts	71
Bowls	72
Amenity Open space	73
Parks and recreation grounds	74
Community Centre.....	75
SANGS	76
Delivery and enhancement.....	76
Off site habitat mitigation	77
Cemetery	78

Engine testing bay at Exeter Airport79

Carbon reduction over building regulations80

Biodiversity net gain.....81

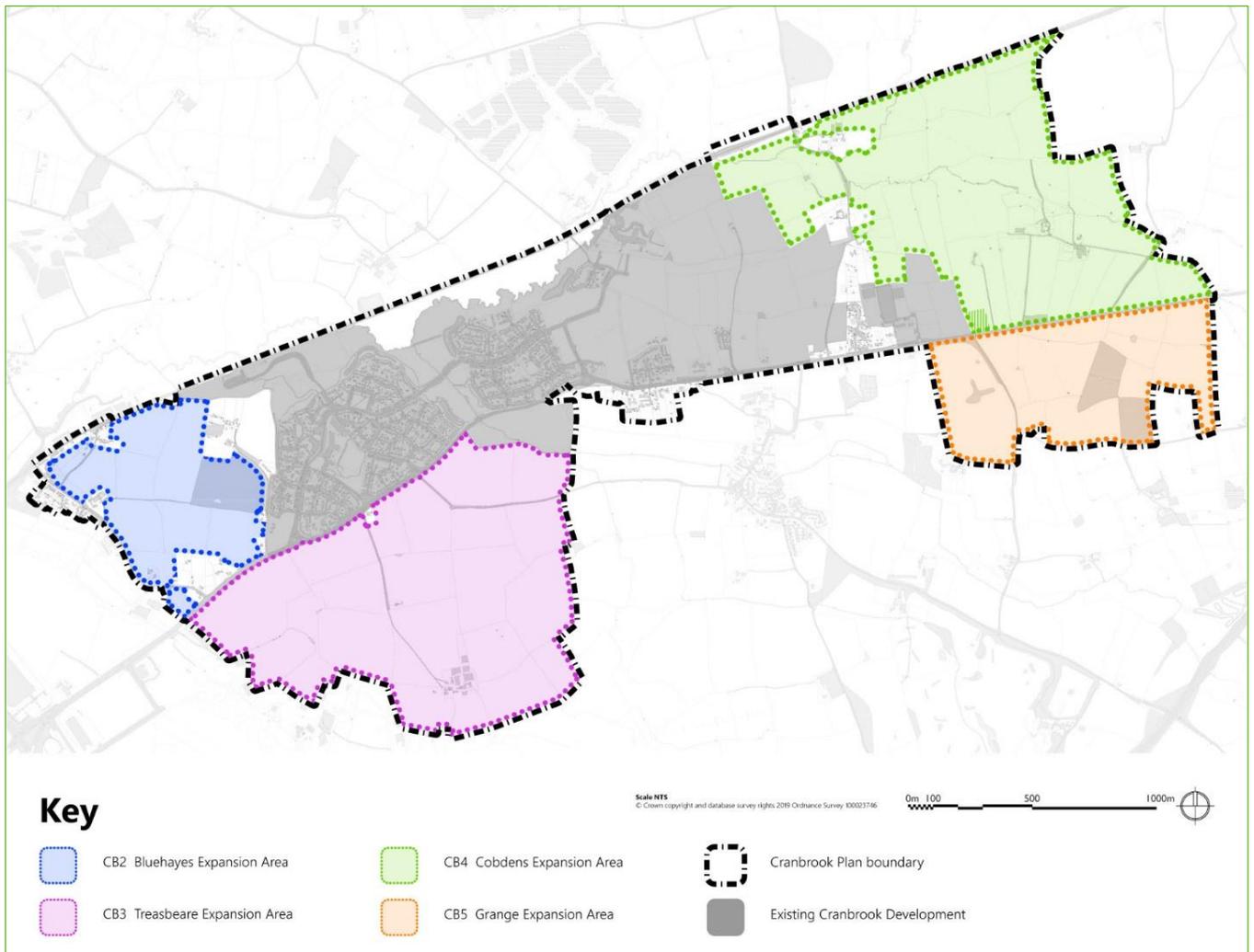
This document has been reviewed and updated in July 2020.

All figures used within the document have been adjusted where necessary to a base date of **1Q 2020** and when subsequently used should be index linked from this date.

Introduction

- 1.1 The Cranbrook Infrastructure Delivery Plan (CIDP) has been produced to identify 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. The Cranbrook Plan itself 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 in 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 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.
- 1.11 As part of the recent CIL review which has now been found sound at examination, the Cranbrook Plan Area (identified in the Cranbrook Plan DPD) can now be zero rated for CIL. 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. The CIDP has been prepared on the basis that this updated CIL regime is taken forward and adopted by East Devon District Council.
- 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 Suitable 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 be transferred to a number of organisations (e.g. Cranbrook Town Council or 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 [Q1 2020]. 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, e.g. primary schools, SANGS.
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, e.g. sports facilities, health & wellbeing hub.
Three (Desirable)	Infrastructure that would enhance the effectiveness, efficiency, and quality of resources in the town. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities, e.g. cemetery and shared cars and e-bikes. 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 £8.1m; and a 630 place primary school, costing £12.1m. Funding is yet to be secured towards these projects but is expected to be delivered through the associated housing development. Delivery of the first school is particularly time critical although 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 £4.1m.
- 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. District Heating 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 addition and 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 around £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 of 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. The funding for this component is due to be 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, although a site of 0.5 ha is included in the s.106 for the approved development. 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, to include a parsonage. While the cost of the parsonage cannot be met through the expansion development for reasons of viability, the plan evidences how components of this wider community 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 ready for playing on and the first of the currently secured two allotment sites has been handed over to the Town Council and is operational. 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. 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. Such infrastructure provision is considered to be a

national requirement but whose timescales are somewhat uncertain. At this time therefore Devon County Council have indicated that a significantly enhanced local bus network is necessary to achieve sustainable development. To reflect this DCC have revised their current request for infrastructure contributions from that which was initially set out. Previously required highway re-profiling of the Crannaford Crossing has already been completed.

- 2.19 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 that it is viable. The table setting out the full expectations, priorities and revisions including funding gaps is set out in appendix 2.
- 2.20 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; land for SEN; Secondary school contributions	Secondary school contributions
Community				Community building
Open Space	Informal open space, formal 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	Land safeguarded for rail improvements. Contributions for sustainable transport.			
	Enhancement of London Road, footbridge, crossings and junctions (variously allocated depending upon function)			
Carbon/energy	Higher carbon standards; District heat			

- 2.21 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.
- 2.22 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.

- 2.23 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.
- 2.24 To address this and try to reduce the risks 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.
- 2.25 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 (including currently proposed modifications) is set out on the next page.

CB6 Cranbrook Infrastructure Delivery

Residential development that is proposed within the Cranbrook **Plan Area** ~~Area Boundary~~ Built-up 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 **with the general expectation that these are delivered on site.**

The allocation Policies CB2 – CB5 inclusive recognise different on-site delivery obligations where there is a lead developer who controls at least an 80% of the particular allocation. In this scenario developers of residual land within the respective allocation will make financial contributions towards the infrastructure identified within the allocation policy and which does not have a location which is specifically or generally designated on the policies map. Contributions are expected to assist with the delivery of the relevant infrastructure elsewhere within the allocation.

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

To **deliver infrastructure identified through** within this category, **the required** land and all site specific infrastructure, including the required land for it must be safeguarded **from the start of development of the relevant expansion area. The location/area must be in accordance with the agreed parameters plan and the specific item** 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.

Residential development proposals on non-allocated sites within the Cranbrook Built-up Area Boundary must make a proportionate financial contribution to outstanding unfunded or not fully funded infrastructure **Plan Area and those within the Plan area but which seek to deliver housing numbers in excess of the expected housing for a particular allocated area (or part thereof) shall be expected to make contributions to on and/or off site infrastructure in the town which is related to the proposal and necessary to make the proposal acceptable.**

Typically contributions shall be made in accordance with the Infrastructure Delivery Plan and derived as follows:

Category 1 costs – On a per dwelling cost equivalent basis.

Category 2 and 3 costs – derived from items in the IDP where the identified infrastructure is either not fully funded or is otherwise likely incur additional pressure as a result of the increased housing. Such items are likely to include education, community buildings, sport and transport.

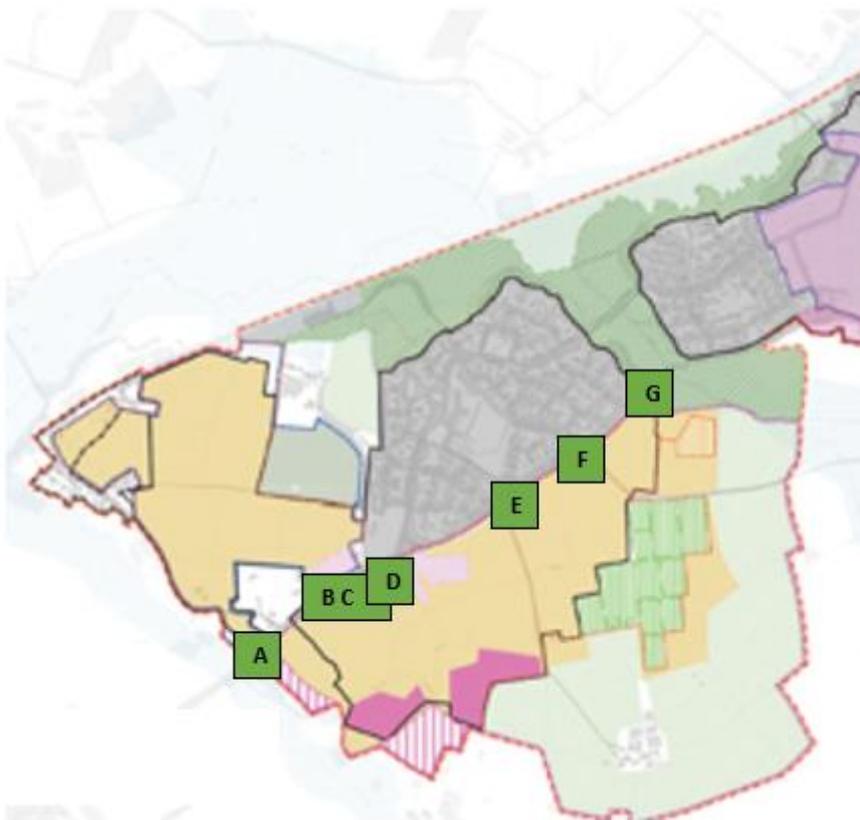
~~Sports provision, community buildings and education contributions only~~

~~Category 3 costs – contributions towards infrastructure items which are either unfunded or not fully funded (identified through the IDP); with the exception of education which will recognise Contributions sought from the Local Education Authority.~~

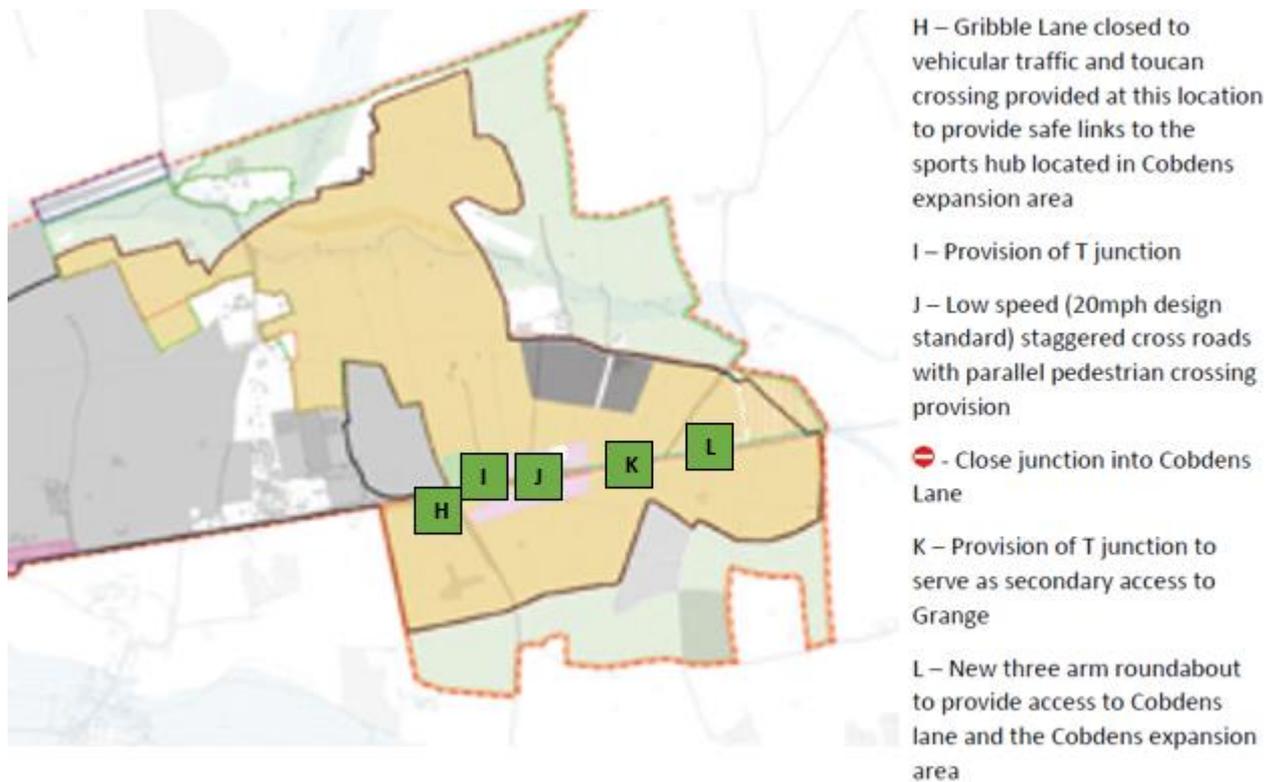
~~For the avoidance of doubt contributions other than for education will be derived on a per dwelling basis in accordance with the per-allocated dwelling contribution of the funded part of the total cost.~~

Within this part of the policy, “excess” housing numbers within allocated areas shall be derived having reference to the published parcel plans in the Cranbrook Infrastructure Delivery Plan.

- 2.26 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 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. Appendix 3 sets out information ‘cards’ for each of the items of infrastructure, detailing evidence sources and policy references.
- 2.27 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.
- 2.28 In addition junction improvements along the London Road are also noted and assigned a category development cost being attributable to specific parcels. Each junction is now labelled with an identifier - a plan showing the layout and the expectations that have been costed are set out below:



- A – New signalised cross roads
- 🚫 – Note Station Road to be closed to vehicular traffic
- B – New 3 arm roundabout
- C – New pedestrian bridge (items 5 and 6 in IDP)
- D – Enhanced existing roundabout with fourth arm added to serve Treasbare expansion area with pedestrian crossing facilities/refuges
- E – Pedestrian and cycle crossing point (provide a toucan crossing)
- F – Enhancement to existing roundabout with pedestrian crossing refuges (Currently 4 arms with southern arm to minor road. 4th arm to be enhanced)
- G – Provide enhanced pedestrian crossing point as pelican crossing



2.29 Bringing this approach together the following lists set out how the expected distribution of identified infrastructure could work in respect of the different categories:

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 and Primary; and for Special Educational Needs, land only)
- 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 includes

- 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) Shared car and e-bike provision
- aa) SEN school contribution
- bb) Sports facilities contributions

2.30 The tables 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. A further subdivision may be required within expansion area parcels as it is recognised that some areas have a number of developers within them. Worked examples help to explain how this can occur.

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 Dragons 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 been 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		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)	-	-											
Formal open space	51	Important	2,466,328	Applicable to all expansion area development								proportionally split by housing delivered	
Formal play	41	Important	2,322,511									proportionally split by housing delivered	
Allotments	40	Important	720,000									proportionally split by housing delivered	
Amenity open space	50	Important	589,561									proportionally split by housing delivered	
Natural/semi natural open space	52	Important	0									proportionally split by housing delivered	
SANGS capital cost	58	Critical	4,130,000									proportionally split by housing delivered	
1 SANGS maintenance	59	Critical	2,500,000									proportionally split by housing delivered	
Off site hab mitigation	60	Critical	2,069,199									proportionally split by housing delivered	
Carbon reduction above B Regs	64	Critical	6,352,000									proportionally split by housing delivered	
District Heating	1	Critical	£20,850,000									proportionally split by housing delivered	
EV charging	62	Desirable	0									proportionally split by housing delivered	
Biodiversity net gain	65	Critical	742,444									proportionally split by housing delivered	
Travel planning	21	Important	285,000									proportionally split by housing delivered	
		Total	43,027,043										
A Per dwelling cost (Row A)			10,318	9,905,506	9,441,186	15,425,762	8,254,589						43,027,043

Category 2	Costs Schedule Ref.	general cost	Bluehayes		Treasbeare		Cobdens		Grange		land take (ha)	Notes	Total
			notes	cost	notes	cost	notes	cost	notes	cost			
Allocation specific	-											land value used for equalisation per ha:	£300,000
primary school 1 (420 place)	23	Critical			8,104,203								
land take					600,000						2.00		
primary school 2 (630 Place)	24	Critical						12,129,204					
land take								1,275,500			4.25		
sports pitches	43; 44	Important			849,880			74551				All except 1x jsp	
land take					2,808,000			180,000			9.96		
AGP (on site)	45a	Important			0							AGP (funded from Ph 1)	
land take					0						*	land take incorporated above)	
Pavilion and changing rooms	46	Important			675,928								
land take					0						*	land take incorporated above)	
Tennis courts (4 no.) (lighting excl)	48	Desirable			292,754								
land take					0						*	land take incorporated above)	
Engine testing	63	Critical			1,518,293								
land take											n/a	off site works	
SEND	26	Important						0				contribution moved to category 3	
land take								0			n/a	incorporated into item 24	
Undergrounding pylons	2	Critical						2,805,000					
land take											n/a		
Undergrounding pylons	3	Critical							2,295,000				
land take											n/a		
Community bldg/Place of worship.	57	Important							1,650,000				
land take					120,000	120,000	120,000	120,000	120,000		0.40	area identified for each expansion area	
Upgrading of London Road	7; 15; 15a	Important			353,000			950,000	950,000				
land take											n/a		
New junctions on B3174	4a; 8; 12a; 13b	Critical		jct B	1,832,000	jct D	183,000	jct I	176,000	jct K	176,000		
	9a; 13a					jct F	184,000	jct J	625,000				
	4; 13c	Critical				jct A	897,000	jct L	1,860,000				
land take													
Bridge between Treasbeare	5; 6	Critical		item C	1,428,000	item C	1,428,000						
land take					90,000	90,000					0.30		
Cemetery (land)	61	Desirable						325,000					
land take								300,000			1.00		
Pedestrian Crossings (no land take)	8a; 10a	Critical				jct E	149,000		jct H	177,000			
	9b					jct G	129,000						
B Total allocation specific costs (Row B)					3,823,000	18,029,059	20,819,754	5,368,000					48,039,813
proportion per area					11,059,525	10,541,110	17,222,907	9,216,271					48,039,813
Adjustment required in category 3					-7,236,525	7,487,949	3,596,848	-3,848,271					

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:

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

470 dwellings in Bluehayes in parcels BH 6; BH 7; BH10; BH11; BH13 in part (78%) BHM1; BHM2 as shown (extract from Land Budget Technical Notes paper July 2020).

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 but as a result of the need to mitigate each property, it must be evidenced that each property provides its own appropriate contribution.

Eg. 470 (dwellings on site) / 960 (total dwellings * £9,905,506 (total cost) = **£4,849,571** 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 £1,428, 000, together with a land take equivalent to £90,000; a new junction onto the B3174 at £1,832,000; upgrading of a stretch of London Road at £353,000 and retained land for community building at £120,000.

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

470 (dwellings in site) / 960 (dwelling in Bluehayes) * £3,823,000 (total allocation costs) = £1,871,677

Required contributions as a result of in parcel development outlined above: **£3,823,000**

(This is £1,951,323 in 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:

470 (dwellings on site) / 960 (dwelling in Bluehayes) * £15,127,930, (total adjusted Cat 3 requirement) = £7,406,382

This total requires further adjustment to account for the residual over provision arising from category 2 and totals £7,406,382 - £1,951,323 = **£5,455,059**

As a check that these costs have been properly equalised, it is possible to calculate the costs arising from categories 1, 2 and 3 on a per dwelling basis. This figure should match the equivalent per dwelling cost identified within the table:

$$\{£4,849,571 \text{ (category 1 total)} + £3,823,000 \text{ (category 2 total)} + £5,455,059\} / 470 \text{ dwelling} = £30,059.$$



The information set out above can also be shown within the following table:

Section 106 IDP requirements - BLUEHAYES					
Application Number:	Worked example 1		Date of Preparation	Jul-20	
Site Address:	Bluehayes		IDP Version	Jul-20	
Application Description	Construction of 470 dwellings on land as shown				
Parameters					
Column Reference	A	B	C	D	
Title	Total Housing allocation within expansion area	Total Number of houses sought in Application	No. of houses expected in application (when compared to distribution in allocation) *1	Residual housing in application (+/-)	
	960	470	470	0	
Category 1 Costs					
Column Reference	E	F	G		
Title	Proportion of allocation being delivered	Cat 1 Area Total (£)	Expected contribution		
Calculation (with References)	C/A		E*F		
	0.49	£9,905,506	£4,849,571		
Category 2 Costs					
Column Reference	K	L	M	N	O
Title	Specific Development Costs (directly linked to parcel development)	Total Area Cat 2 cost	Proportion of Area Cat 2 Costs	Residual over/underpayment of Category 2 costs	Notes
Calculation	n/a	n/a	E*L	K-M	
Community bldg or Place of worship Land only	£120,000				
Upgrading of London Road	£353,000				
New junctions on B3174	£1,832,000				
Bridge between Treasbeare	£1,428,000				
Land take for Bridge	£90,000				
Total	£3,823,000	£3,823,000	£1,871,677	£1,951,323	
Category 3 Costs					
Column Reference	P	Q	R	S	
Title	Residual over/under provision from Category 2	Total Cat 3 costs	Proportion of Cat 3 costs	Total Category 3 Costs	
Calculation			E*Q	R-P	
Total	£1,951,323	£15,127,930	£7,406,382	£5,455,059	
Equalisation check:	Sum Cat 1, 2, 3 costs (excl. additional dwellings costs)	£14,127,630	As a per dwelling cost (Divide by Reference (C))	£30,059	

Section 1

Total Contributions	<p>Notes</p> <p>*1 All housing parcels except areas BH6; BH7; BH10; BH11; BH13 (in part); BH M1; BH M2. Housing numbers derived from Land parcel plans in Land Budget- Technical Notes</p> <p>£4,849,571 Cash equivalent of items listed within Category 1 of the IDP (The required split is set out in section 3).</p> <p>£3,823,000</p> <p>£5,455,059 To be attributed to one or more categories within IDP Cat 3 based on priority</p>
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Section 106 IDP requirements - COBDENS

Application Number: Worked example 1
Site Address: Cobdens
Application Description: Construction of 1400 houses on land as shown
Date of Preparation IDP Version: 01 July 2020 Jul-20

Parameters

Column Reference	A	B	C	D
Title	Total Housing allocation within expansion area	Total Number of houses sought in Application	Number of houses expected in application (when compared to distribution in allocation) *1	Residual housing in application (+/-)
	1495	1400	1221	179

Category 1 Costs

Column Reference	E	F	G	H	I	J
Title	Proportion of allocation being delivered	Cat 1 Area Total (£)	Expected contribution	Additional contributions for Cat 1 reqd. to meet actual housing	Per Dwelling cost	Total additional Cat. 1 Costs
Calculation (with References)	C/A		E*F	D	F/A	I*H
	0.82	£15,425,762	£12,598,566	179	£10,318	£1,846,964

Category 2 Costs

Column Reference	K	L	M	N	O
Title	Specific Development Costs (directly linked to parcel development)	Total Cobdens Cat 2 cost	Proportion of Cobdens Cat 2 Costs	Residual over/underpayment of Category 2 costs	Notes
Calculation	n/a	n/a	E*L	K-M	
Primary School	£12,129,204				
land Take	£1,275,000				
SEND	£0				
land take (incl above)	£0				
community Bdg	£0				
Land Take	£120,000				
Undergrounding of Pylons	£2,805,000				
Upgrading of London Road	£950,000				
New junctions	£2,485,000				
Cemetery	£325,000				
land take	£300,000				
Total	£20,389,204	£20,819,754	£17,003,960	£3,385,244	

Total Contributions

£12,598,566

£20,389,204

Notes

*1 All housing parcels except areas CB03 (in part); CB14; CB18; CBM1 (in part). Housing numbers derived from Land parcel plans in Land Budget

Cash equivalent of items listed within Category 1 of the IDP (The required split is set out in section 3).

(cash equivalent as infrastructure in this category should be provided on site)

Section 1

Category 3 Costs

Column Reference	P	Q	R	S
Title	Residual over/under provision from Category 2	Total Cat 3 costs	Proportion of Cat 3 costs	Total Category 3 Costs
Calculation			E*Q	R-P
Total	£3,385,244	£8,692,371	£7,099,254	£3,714,011

Equalisation check: Sum Cat 1, 2, 3 costs (excl. additional dwellings costs) £36,701,779.96 As a per dwelling cost (Divide by Reference (C)) £30,058.79

£3,714,011

To be attributed to one or more categories within IDP Cat 3 based on priority

These are required where housing delivery for a parcel exceeds that which has been tested through the Masterplan and is likely to place additional burdens on the identified infrastructure which is not either fully funded or otherwise sufficient to meet the increased pressure resulting from the increased housing proposed:

£1,846,964.20

Additional Category 1 costs (identified above) (J)

Additional Category 2 and Category 3 (where necessary)

	Costs Schedule Ref	Priority	IDP General Cost	Relevant cost for additional housing provision (based on a per dwelling contribution arising from Cranbrook IDP (unless otherwise stated))	Total of additional dwellings exceeding parcel expectation (D)
Category 2					
Primary School	23 & 24	Critical	£20,233,407.01	£13652 per pupil (based on 0.25 ppd)	610,927
Sports Pitches	43 & 44	Important	£3,135,551.14	£751.93	£134,595.60
AGP	45	Important	£0.00		
Pavilion and Changing Room	46	Important	£675,928.14		
Tennis Court	48	Desirable	£292,754.49	£70.20	£12,566.68
Engine Testing	63	Critical	£1,518,292.68		
Pylon work	2	Critical	£5,100,000.00		
Community Building	57	Important	£1,650,000.00	£395.68	70,827
Upgrading of London Road	10	Important	£2,253,000.00		
New Junction on 3174	4; 4a; 8; 9a; 12a; 13a; 13b	Critical	£5,933,000		
Bridge linking Treasbeare and Bluehayes	5&6	Critical	£3,410,000.00		
Cemetery	61	Desirable	£325,000.00		
New Crossing	14	Critical	£455,000.00		
TOTAL					

Section 2

Category 3					
Leisure centre	39	Important	£3,993,940.00	£958	171,443
Cricket	47	Desirable	£310,000.00	£74	13,307
Tennis (lighting)	48	Desirable	£80,000.00	£19	3,434
Bowling green	49	Desirable	£49,700.60	£12	2,133
Library fit out	35	Important	£480,000.00		
Childrens centre fitout	22	Important	£36,218.18		
youth services fit out	32	Important	£36,218.18		
Blue light services building	30	Important	£1,900,000.00		
Health&wellbeing hub	28	Important	£8,769,400.00	2102.97	376,432
Off site walking and cycling infrastructure	19	Important	£2,530,000.00	606.71	108,601
Sustainable transport	18	Critical	£6,378,000.00	£1,529.50	273,780
Shared cars and e bike	20	Desirable	£300,000.00	£71.94	12,878
Extra care	29	Desirable	£3,500,000.00		
secondary school	25	Critical	£2,583,429.17	£21,921 per pupil (based on 0.15 ppp)	588,579
AGP contribution (offsite Hockey)	45	Desirable	£313,809.58	£75.25	£13,470.48
SEND	26	Important	£1,017,573.04	£294	52,626
Retail asset for TC	33	Important	£2,000,000.00		
Total			£34,278,288.76		2,478,947.26

2,478,947.26
£41,027,691.42

** SANGS land purchase if required is not equalised or otherwise included within this assessment

Apportionment of specific Contributions from section 1

Category 1

Total to be apportioned: £12,598,565.86 for 1235 of the proposed 4170

Category 3

If apportioned equally: £3,714,010.59 equivalent to: 10.8% of category 3 costs

Infrastructure Item	Total General Cost	Apportioned Total
Formal open space	£2,466,328	£722,155.11
Formal play	£2,322,511	£680,044.65
Allotments	£720,000	£210,820.14
Amenity open space	£589,561	£172,626.72
Natural/semi nat. OS	£0	£0.00
SANGS capital cost	£4,130,000	£1,209,287.77
SANGS maintenance	£2,500,000	£732,014.39
Off site hab mitigation	£2,069,199	£605,873.36
Carbon reduction above B Regs	£6,352,000	£1,859,902.16
District Heating	£20,850,000	£6,105,000.00
EV charging	£0	£0.00
Travel planning	£742,444	£217,391.92
Total	£42,742,043	£12,515,116

Infrastructure Item	Priority	Total Cost		Section 106 Requirement:
Leisure centre	Important	£3,993,940.00	10.8	£432,738.51
Cricket	Desirable	£310,000.00	10.8	£33,588.12
Tennis (lighting)	Desirable	£80,000.00	10.8	£8,667.90
Bowling green provision	Desirable	£49,700.60	10.8	£5,385.00
Library fit out	Important	£480,000.00	10.8	£52,007.41
Childrens centre fit out	Important	£36,218.18	10.8	£3,924.20
youth services fit out	Important	£36,218.18	10.8	£3,924.20
Blue light services building	Important	£1,900,000.00	10.8	£205,862.67
Health and well being hub	Important	£8,769,400.00	10.8	£950,153.75
Off site walking and cycling	Important	£2,530,000.00	10.8	£274,122.40
Sustainable transport	Critical	£6,378,000.00	10.8	£691,048.49
Shared cars and e bike	Desirable	£300,000.00	10.8	£32,504.63
Extra care	Desirable	£3,500,000.00	10.8	£379,220.71
secondary school	Critical	£2,583,429.17	10.8	£279,911.39
AGP contribution (offsite)	Desirable	£313,809.58	10.8	£34,000.88
SEND contribution	Important	£1,017,573.04	10.8	£110,252.79
Retail asset for TC	Important	£2,000,000.00	10.8	£216,697.55

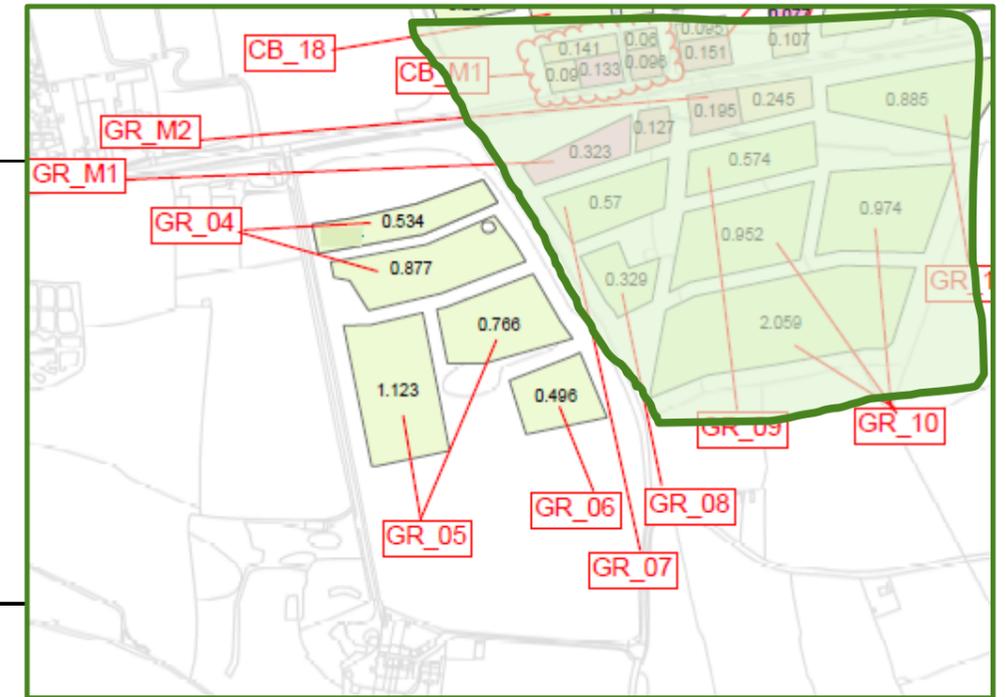
£34,278,288.76 Total £3,714,010.59
Residue to be apportioned £0.00

Section 3

Example 3 – A slight over provision of dwellings on part of the Grange allocation

Section 106 IDP requirements - Grange

Application Number: Worked example 3 **Date of Preparation** Jul-20
Site Address: Grange **IDP Version** Jul-20
Application Description Construction of 200 dwellings on land as shown



Parameters

Column Reference	A	B	C	D
Title	Total Housing allocation within expansion area	Total Number of houses sought in Application	Number of houses expected in application (when compared to distribution in allocation) *1	Residual housing in application (+/-)
	800	200	178	22

Category 1 Costs

Column Reference	E	F	G	H	I	J
Title	Proportion of allocation being delivered	Cat 1 Area Total (£)	Expected contribution	Additional contributions for Cat 1 reqd. to meet actual housing	Per Dwelling cost	Total additional Cat. 1 Costs
Calculation (with References)	C/A		E*F	D	F/A	I*H
	0.22	8,254,589	£1,836,646	22	£10,318	£227,001

Total Contributions

£1,836,646

Notes

*1 Housing parcels comprising GR4; GR5 & GR 6. Housing numbers derived from Land parcel plans in Land Budget

Cash equivalent of items listed within Category 1 of the IDP (The required split is set out in section 3).

Section 1

Category 2 Costs

Column Reference	K	L	M	N	O
Title	Specific Development Costs (directly linked to parcel development)	Total Area Cat 2 cost	Proportion of Area Cat 2 Costs	Residual over/underpayment of Category 2 costs	Notes
Calculation	n/a	n/a	E*L	K-M	
pedestrian crossing	£177,000				
Total	£177,000	£5,368,000	£1,194,380	-£1,017,380	

£177,000.00

Category 3 Costs

Column Reference	P	Q	R	S
Title	Residual over/under provision from Category 2	Total Cat 3 costs	Proportion of Cat 3 costs	Total Category 3 Costs
Calculation			E*Q	R-P
Total	-£1,017,380	10,424,442	£2,319,438	£3,336,818

£3,336,818.27

Equalisation check: Sum Cat 1, 2, 3 costs (excl. additional dwellings costs) £5,350,464 As a per dwelling cost (Divide by Reference (C)) £30,059

To be attributed to one or more categories within IDP Cat 3 based on priority

These are required where housing delivery for a parcel exceeds that which has been tested through the Masterplan and is likely to place additional burdens on the identified infrastructure which is not either fully funded or otherwise sufficient to meet the increased pressure resulting from the increased housing proposed:

£227,001.19

Additional Category 1 costs (identified above) (J)

Additional Category 2 and Category 3 (where necessary)

	Costs Schedule Ref	Priority	IDP General Cost	Relevant cost for additional housing provision (based on a per dwelling contribution arising from Cranbrook IDP (unless otherwise stated))	Total of additional dwellings exceeding parcel expectation (D)
Category 2					
Primary School	23 & 24	Critical	£20,233,407.01	£13652 per pupil (based on 0.25 ppd)	75,086

Section 2

Sports Pitches	43 &44	Important	£3,135,551.14	£751.93	£16,542.48
AGP	45	Important	£0.00		
Pavilion and Changing Room	46	Important	£675,928.14		
Tennis Court	48	Desirable	£292,754.49	£70.20	£1,544.51
Engine Testing	63	Critical	£1,518,292.68		
Pylon work	2	Critical	£5,100,000.00		
Community Building	57	Important	£1,650,000.00	£395.68	8,705
Upgrading of London Road	10	Important	£2,253,000.00		
New Junction on 3174	4; 4a; 8; 9a; 12a; 13a; 13b	Critical	£5,933,000		
Bridge linking T & B	5&6	Critical	£3,410,000.00		
Cemetery	61	Desirable	£325,000.00		
New Crossing	14	Critical	£455,000.00		
Category 3					
Leisure centre	39	Important	£3,993,940.00	£958	21,071
Cricket	47	Desirable	£310,000.00	£74	1,635
Tennis (Lighting)	48	Desirable	£80,000.00	£19	422
Bowling green provision	49	Desirable	£49,700.60	£12	262
Library fit out	35	Important	£480,000.00		
Childrens centre fit out	22	Important	£36,218.18		
youth services fit out	32	Important	£36,218.18		
Blue light services bdg	30	Important	£1,900,000.00		
Health & well being hub	28	Important	£8,769,400.00	2102.97	46,265
Off site walking and cycling infrastructure	19	Important	£2,530,000.00	606.71	13,348
Sustainable transport	18	Critical	£6,378,000.00	£1,529.50	33,649
Shared cars and e bike	20	Desirable	£300,000.00	£71.94	1,583
Extra care	29	Desirable	£3,500,000.00		
secondary school	25	Critical	£2,583,429.17	£21,921 per pupil (based on 0.15 ppd)	72,339
AGP contribution (offsite Hockey)	45	Desirable	£313,809.58	£75.25	£1,655.59
SEND	26	Important	£1,017,573.04	£294	6,468
Retail asset for TC	33	Important	£2,000,000.00		
Total	-		£34,278,288.76		304,675.08

304,675.08

£5,882,140.51

** SANGS land purchase if required is not equalised or otherwise included within this assessment

Apportionment of specific Contributions from section 1

Category 1

Total to be apportioned: £1,836,645.96 for 178 of the proposed 4170

Category 3

If apportioned equally: £3,336,818.27 equivalent to: 9.76% of category 3 costs

Section 3

Infrastructure Item	Total General Cost	Apportioned Total
Formal open space	£2,466,328	£105,277.32
Formal play	£2,322,511	£99,138.37
Allotments	£720,000	£30,733.81
Amenity open space	£589,561	£25,165.89
Natural/semi natural open space	£0	£0.00
SANGS capital cost	£4,130,000	£176,292.57
SANGS maintenance	£2,500,000	£106,714.63
Off site hab mitigation	£2,069,199	£88,325.52
Carbon reduction above B Regs	£6,352,000	£271,140.53
District Heating	£20,850,000	£890,000.00
EV charging	£0	£0.00
Travel planning	£742,444	£31,691.86
Total	£42,742,043	£1,824,480

Infrastructure Item	Priority	Total Cost		Section 106 Requirement:
Leisure centre	Important	£3,993,940.00	9.7	£388,789.89
Cricket	Desirable	£310,000.00	9.7	£30,176.93
Tennis (Lighting Only)	Desirable	£80,000.00	9.7	£7,787.60
Bowling green provision	Desirable	£49,700.60	9.7	£4,838.10
Library fit out	Important	£480,000.00	9.7	£46,725.58
Childrens centre fit out	Important	£36,218.18	9.7	£3,525.66
youth services fit out	Important	£36,218.18	9.7	£3,525.66
Blue light services building	Important	£1,900,000.00	9.7	£184,955.40
Health and well being hub	Important	£8,769,400.00	9.7	£853,656.80
Off site walking and cycling infrastructure	Important	£2,530,000.00	9.7	£246,282.72
Sustainable transport	Critical	£6,378,000.00	9.7	£620,866.08
Shared cars and e bike	Desirable	£300,000.00	9.7	£29,203.48
Extra care	Desirable	£3,500,000.00	9.7	£340,707.32
secondary school	Critical	£2,583,429.17	9.7	£251,483.78
AGP contribution (offsite)	Desirable	£313,809.58	9.7	£30,547.78
SEND contribution	Important	£1,017,573.04	9.7	£99,055.60
Retail asset for TC	Important	£2,000,000.00	9.7	£194,689.90
		£34,278,288.76	Total	£3,336,818.27
		Residue to be apportioned		£0.00

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

The following form the infrastructure pages for Cranbrook expansion. They are formed in two parts - a schedule and supporting evidence cards and need to be read together. This only addresses development within and affecting the Cranbrook Plan Area and does not otherwise replicate or supercede the IDP that has previously been prepared for the East Devon Local Plan 2013-2031

Infrastructure identified is categorised by priority order (one, two, and three). 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

						February 2019 (Submission version)			February 2020 (Post Submission Document 9)			Summer 2020 (full review)								
	Category and Area Code (BTCCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
1	1	-	1 (C)	Cranbrook - Expansion Areas and West End	Energy	CHP	£20,00,000	£0		£20,000,000	£0	https://www.gesp.org.uk/evidence/ Appendix B recognises typical connection costs of £4000. This has been increased to a little under £5000 following discussions with the current operator Eon	n/a	n/a	£5k per dwelling	£20,850,000	£0	Development	2017 - 2033	
2	2	C	1 (C)	Cranbrook - Expansion Areas	Energy	Under- ground high voltage electricity power lines	£2,232,573	£0	Updated headline costs from BTS report incorporating potential compensation that is payable Calculated total 2978000 across x metres	£2,232,573	£0	Cran 31 recognises a total cost of £4.9m. An allowance of £1.8m has been applied to the totals set out here recognising potential compensation payable	n/a	n/a		£2,805,000	£0	Western Power Distribution, Developers; (potential compensation available)	2020 - 2033	Developer/WPD
3	2	G	1 (C)	Cranbrook - Expansion Areas	Energy	Underground high voltage electricity power lines	£745,427	£0	As above (split to allow for separate Cobdens and Grange analysis)	£745,427	£0	As above but split on a proportional length of line basis across Cobdens and Grange	as above	n/a		£2,295,000	£0	WPD, Developers; (potential compensation available)	2020 - 2033	Developer/WPD
4	2	T	1 (C)	Cranbrook - Expansion Areas	Transport	New signalised Cross Roads and closure of Station Rd (junction A)	1,340,000	£0		£1,340,000	£0	Ward Williams Cost estimate Section 278 works - item 2	3Q 2018	n/a		£897,000	£0	Treasbeare Development (P)	2021 - 2033	Developer, DCC

	Category and Area Code (BTCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
						(Descriptor updated)														
4a	2	B	1 (C)	Cranbrook - Expansion Areas	Transport	New 3 arm roundabout (junction B) (Additional junction)									Additional entry arises as a result of proposed junctions being redefined	£1,832,000	£0	Bluehayes Development (P)	2021 - 2033	Developer, DCC
5	2	T	1 (C)	Cranbrook - Expansion Areas	Transport	Footbridge & associated Ramp Access (Item C)	£1,705,000	£0	Cost of bridge split between Bluehayes and Treasbeare	£1,705,000	£0	Ward Williams Cost estimate Section 278 works - item 1	3Q 2018		revised based on av, of examples with index linking Previously constructed examples: £2.5M (2016) £2.0M (2013)	£1,428,000	£0	Treasbeare Development (P)	2021 - 2033	Developer, DCC
6	2	B	1 (C)	Cranbrook - Expansion Areas	Transport	Footbridge & associated Ramp Access (Item C)	£1,705,000	£0	Cost of bridge split between Bluehayes and Treasbeare	£1,705,000	£0	As above but split equally between Treasbeare and Bluehayes	3Q 2018		total split 50/50 between two areas	£1,428,000	£0	Treasbeare Development (P)	2021 - 2033	Developer, DCC
7	2	B	2 (I)	Cranbrook Expansion Areas	Transport	Upgrading of London Road west of junction B (Revised descriptor)	£250,000	£0		£250,000	£0	Ward Williams Cost estimate Section 278 works - item 5	3Q 2018			£353,000	£0	Bluehayes Development (P)	2021 - 2033	Developer, DCC
8	2	T	1 (C)	Cranbrook - Expansion Areas	Transport	Additional Arm to existing Roundabout plus crossing facilities (junction D)	£120,000	£0		£120,000	£0	Ward Williams Cost estimate Section 278 works - item 3	3Q 2018			£183,000	£0	Treasbeare Development (P)	2021 - 2033	Developer, DCC
8a	2	T	2 (I)	Cranbrook - Expansion Areas	Transport	Toucan Crossing (item E)									Additional entry arises as a result of proposed junctions being redefined	£149,000	£0	Treasbeare Development (P)	2021 - 2033	Developer, DCC
9	2	T	2 (I)	Cranbrook - Expansion Areas	Transport	Unsignalised Junction	£450,000	£0		£450,000	£0	Ward Williams Cost estimate Section 278 works - item 4	3Q 2018		Omitted due to junctions being redefined	£0	£0	N/A		
9a	2	T	1 (C)	Cranbrook - Expansion Areas	Transport	Enhancement to 4 th arm of Roundabout with pedestrian crossing									Additional entry arises as a result of proposed junctions being redefined	£184,000	£0	Treasbeare Development (P)	2021 - 2033	Developer, DCC

	Category and Area Code (BTCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
						facilities (junction F)														
9b	2	T	1 (C)	Cranbrook - Expansion Areas	Transport	Pelican Crossing (item G)									Additional entry arises as a result of proposed junctions being redefined	£129,000	£0	Treasbeare Development (P)	2021 - 2033	Developer, DCC
10	2	B	2 (I)	Cranbrook Expansion	Transport	Upgrading of London Road	£250,000	£0		£0	£0	This is a duplication of row 7 above which relates to item 5 within the Ward Williams cost estimate	3Q 2018		No further changes required	£0	£0	N/A		
10a	2	G	1C	Cranbrook - Expansion Areas	Transport	Gribble Lane closure and toucan crossing (junction H)									Additional entry arises as a result of proposed junctions being redefined	£177,000	£0	Grange Development (P)	2021 - 2033	Developer, DCC
11	-	-	-	Cranbrook Expansion	Transport	Roundabout on B3174 adjc Health and Well being Hub	£0	£0	Excluded from assessment	£0	£0	Cranbrook Phase 1 works (not necessary for the expansion)	3Q 2018		No further changes required	£0	£0	n/a		
12	2	C	1 (C)	Cranbrook Expansion	Transport	Unsignalised junction West of new roundabout	£450,000	£0		£450,000	£0	Ward Williams Cost estimate Section 278 works - item 7	3Q 2018		Omitted due to junctions being redefined	£0	£0	N/A		
12a	2	C	1 (C)	Cranbrook Expansion	Transport	Unsignalised T junction (Junction I)									Additional entry arises as a result of proposed junctions being redefined	£176,000	£0	Cobdens development (P)	2022 - 2033	Developer, DCC
13	2	C	2 (I)	Cranbrook Expansion	Transport	Upgrading of T junctions on B3174	£250,000	£0		£250,000	£0	Ward Williams Cost estimate Section 278 works - item 8	3Q 2018		Omitted due to junctions being redefined	£0	£0	N/A		
13a	2	C	1 (C)	Cranbrook Expansion	Transport	Staggered cross roads with parallel pedestrian crossing (junction J)									Additional entry arises as a result of proposed junctions being redefined	£625,000	£0	Cobdens development (P)	2022 - 2033	Developer, DCC

	Category and Area Code (BTCCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
13b	2	G	1 (C)	Cranbrook Expansion	Transport	Unsignalised T junction (Junction K)									Additional entry arises as a result of proposed junctions being redefined	£176,000	£0	Grange development (P)	2022 - 2033	Developer, DCC
13c	2	C	1 (C)	Cranbrook Expansion	Transport	3 arm Roundabout to serve Cobdens (junction L)									Additional entry arises as a result of proposed junctions being redefined	£1,860,000	£0	Cobdens development (P)	2022 - 2033	Developer, DCC
14	2	G	1 (C)	Cranbrook Expansion	Transport	Creation of new crossings on B3174 East of roundabout	£700,000	£0		£700,000	£0	Ward Williams Cost estimate Section 278 works - item 9	3Q 2018		Omitted due to junctions being redefined	£0	£0	£0	N/A	
15	2	G	1 (C)	Cranbrook Expansion	Transport	Upgrading of London Road	£1,385,000	£0		£1,385,000	£0	Ward Williams Cost estimate Section 278 works - item 10	3Q 2018		Upgrading costs split 50/50 between Grange and Cobdens recognising extent of developed frontage	£950,000	£0	Grange development (P)	2021 - 2033	Developer, DCC
15a	2	C	1 (C)	Cranbrook Expansion	Transport	Upgrading of London Road									Upgrading costs split between Grange and Cobdens	£950,000	£0	Cobdens development (P)	2021 - 2033	Developer, DCC
16	-	-	1 (C)	Cranbrook - approved development and Expansion Areas	Transport	Second Phase of new bus service	0	£780,000	£8.38m sought in DCC June 2018 request ... Therefore, to include this item separately would be repetitious.	£0	£8.38m sought in DCC June 2018 request... Therefore, to include this item separately would be repetitious	See notes for row 18	n/a		not funding	£0	£0	S106 - £920,000 (£660,000 from Skypark, £260,000 from Science Park) (S). DCC, Cranbrook, Science Park and other local developments (P)	2018+	

	Category and Area Code (BTCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
17	-	-	3 (D)	West End	Transport	Additional passing loop on Waterloo train line	0	£50,000,000	£8.38m sought in DCC June 2018 request ... Therefore, to include this item separately would be repetitious.	£0	£50,000,000	Outside the scope of this development and requires central government funding to support such a strategic project	n/a		not funding	£0	£50,000,000	See notes for update	2021 - 2033	
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	£0	DCC June 2018 Transport s.106 request from the Expansion Area apps. £8.38m sought for "public transport" Total increased to £8.97m to accommodate EV charging policy	£8,668,140	£0	Total shown in previous versions of the IDP for row 18 included car club (row 20) and Travel planning (row 21). These were listed separately and are now omitted from this row. Increase bus component only Increase by £283,140 to reflect index linking.	n/a		new DCC evidence and updated request	£6,378,000	£0	Expansion development (P)		
19	3	-	2 (I)	Cranbrook - Expansion Areas	Transport	Off site walking and cycling infrastructure	£2,990,000	£0	Source: DCC June 2018 s.106 request for the Expansion Area apps.	£2,530,000	£0	Total request reduced by £460,000 based on the importance of respective routes – Residual to be used flexibly on routes	2Q 2019	334	Funding gap arises from indexation of original 2013 request (index no 239) plus omitted route	£2,530,000	£526,000	Expansion development (P)	2021 - 2033	
20	3	-	3 (D)	Cranbrook - Expansion Areas	Transport	Car club vehicles and/or e-bike docking stations	£300,000	£0	Source: DCC June 2018 s.106 request for the Expansion Area apps.	£300,000	£0	Original figure retained despite request for index linking	2Q 2019	334	no index linking applied	£300,000	£0	Expansion development (P)	2021 - 2033	
21	3	-	2 (I)	Cranbrook - Expansion Areas	Transport	Travel planning	£285,000	£0	Source: DCC June 2018 s.106 request for the Expansion Area apps - £19k/yr for 15 years	£285,000	£0	Original figure retained despite request for index linking	2Q 2019	334	no index linking applied	£285,000	£0	Expansion development (P)	2021 - 2033	

	Category and Area Code (BTCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
22	3	-	2 (I)	Cranbrook - approved development and Expansion Areas	Community development	Children's Centre	£30,000	£0	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	£30,000	£0	DCC s106 request for the expansion area expansion applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT Required to ensure the children's centre is ready for use. Costs calculated from an itemised list of the requirement including items such as furniture, play equipment and IT/office/meeting equipment.	1Q 2016	275	index linking applied to £30k fit out cost	£36,218	£0	£432,000/direct provision (S - S106); £30,000 (P) Expansion development	2021 - 2033	
23	2	B/T	1 (C)	Cranbrook - Expansion Areas	Education	West Primary school of 420 places plus early years	£7,200,000	£0	At least 1 new school by 3530th dwelling	£8,153,024	£0	Revised calculation which recognises build costs and index linking - increase by £953,024 (from £7,200,000) Agreed costs comprise £8,098,494 & as of Q2 2019 but require an addition £50,000 community room	2Q 2019	334	index linking applied - to clarify the requested trigger for the first additional primary was recognised as being from the 30th dwelling of Cranbrook expansion	£8,104,203	£0	Expansion development Bluehayes or Treasbeare (P)	2022 - 2027	
24	2	C	1 (C)	Cranbrook - Expansion Areas	Education	East primary school of 630 places plus early years	£10,770,000	£0	At least 1 new school by 3530th dwelling	£12,202,271	£0	Revised calculation which recognises build costs and index linking increase by £1,432,271 (from £10,770,000)	2Q 2019	334	index linking applied - see note on trigger above	£12,129,204	£0	Expansion development Cobdens (P)	2028 - 2033	
25	3	-	1 (C)	Cranbrook - Expansion Areas	Education	Enhanced Secondary education provision - expansion to around 1125 places	£2,740,000	£0	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 place generated at £21921 per pupil (index linked).	£2,598,992	£0		2Q 2019	334	index linking applied. Per pupil component to increase if housing numbers secured increase above the site allocations total of 7670	£2,583,429	£0	£1,534,985 s.106 (S); Expansion development (P);	2021 - 2033	

	Category and Area Code (BCTG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
26	2	C	2 (I)	Cranbrook - Expansion Areas	Education	Special Educational Needs (SEN) provision	£1,000,000	£0	As above.	£1,023,703	£0	Revised calculation to include index linking, but offset by overprovision of land £203,704 -£180,000 (net increase of £23,703)	2Q 2019	334	index linking of £1,203,704 and then reduction for 0.6 ha land cost (over provision of land take) prev at £180,001	£1,017,573	£0	Expansion development Cobdens (P)	2021 - 2033	
27	-	-	-	Cranbrook - approved development	Environment	Country Park Resource Centre	£0	£0	This is no longer being taken forward as a separate entity and does not require funding at the current time	£0	£0				n/a	n/a	£0	Development s106 funding due to be redeployed	n/a	
28	3	-	2 (I)	Cranbrook - approved development and Expansion Areas	Healthcare	Health and Well-being Hub building	£8,769,400	£7,530,600		£8,769,400	£7,530,600	3,200sqm health hub with likely build costs of £3,000m2 plus fees contingency - Figures obtained from NHS and KYMA consulting.			based on 3200sqm but ... 2016 dwg health bdg was only is the fig up to date? Apply index linking	£8,769,400		Land (S); Construction and fit out - Expansion development (P)	2021 - 2033	
29	3	-	3 (D)	Cranbrook - approved development and Expansion Areas	Healthcare	Extra Care Housing x 55 flats	£3,500,000	£8,840,000	Serviced land prior to first occupation of 2500 dwellings in s.106 (S). s.106 (P)	£3,500,000		See DCC notes	2Q 2019	334	no index linking applied	£3,500,000	£8,840,000	Land (S); Subsidy from Expansion development (P)	2021 - 2033	
30	3	-	2 (I)	Cranbrook - approved development and Expansion Areas	Public Services	"Blue Light" Emergency services facility	£1,900,000	£0	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	£1,900,000	£0				No indexation required	£1,900,000	£0	Land (S); Build cost - Expansion development (P)	2021 - 2033	
31	-	-	-	Cranbrook - approved development	Community development	Youth services facility (build)	£0	£0	No additional buildings are required from expansion areas.	£0	£0				n/a	n/a	n/a	Development s106 (S)	2023	
32	3	-	2 (I)	Cranbrook - Expansion Areas	Community development	Youth services facility (fit out)	£30,000	£0	Cost of fit-out is required	£30,000	£0		1Q 2016	275	index linking applied	£36,218	£0	Expansion development (P)	2024	

	Category and Area Code (BTCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
33	-	-	2 (I)	Cranbrook - approved development	Public Services	Town Council Office	£2,000,000	£0	3450 dwgs	£2,000,000	£0	Cranbrook phase 1 secures the delivery of a Town Council building of 237sqm. This obligation provides ca 500 sqm of lettable space for the town Council and would also help to deliver and sustain the town centre	Q2 2019	334	no index linking applied	£2,000,000	£0	s.106 (S); Asset endowment (P)	2024	
34	-	-	-	Cranbrook - approved development	Public Services	Library facilities (build)	£0	£0	3450 dwgs. Payments of £10,000 for mobile library as the "annual contribution" from 2013 for ten years	£0	£0				n/a	n/a	n/a	Development s106	2024	
35	3	-	2 (I)	Cranbrook - Expansion Areas	Public Services	Library facilities (fit-out)	£480,000	£0	Fit out costs required	£480,000	£0	Devon County Council additional notes appended to this assessment.	2Q 2019	334	no index linking applied	£480,000	n/a	Expansion development (P)	2024	
36	-	-	-	Cranbrook - approved development	Public Services	Public Convenience buildings	£0	£0	Secured under Cranbrook Phase 1	£0	£0				n/a	n/a	n/a	s.106 Schedule 13 (S)	2021 - 2022	
37	-	-	-	Cranbrook - approved development	Community development	Place of Worship	£0	£0	Secured under Cranbrook Phase 1	£0	£0				n/a	n/a	n/a	s.106 Schedule 13 (S)	2021 - 2022	
38	-	-	3 (D)	Cranbrook Expansion Areas	Community development	Place of worship and parsonage	£0	£260,000	Land required for Place of worship to be found within expansion areas. Monies would need to be found from external sources for parsonage	£0	£260,000	serviced land only	n/a		No infrastructure cost - cost only reflects land area required can be reduced in size	£0	£260,000	Expansion development (P)	2021 - 2033	
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 squash courts,	£3,930,000	£4,072,360	Updated cost to reflect latest Sport England facilities 2018 Q2 cost https://www.sportengland.org/media/13346/facility-costs-q2-18.pdf	£3,930,000	£5,770,000			334	Sports England facilities guide: 2Q2019 £10,045,000 index linking applied	£3,993,940	£5,990,910	Land (S); Expansion development (P)	2021 - 2033	

	Category and Area Code (BTCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
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);	£740,000	£0	Expansion area requirement identified a need of 2.45ha. Costings adjusted to account for increase in quantum	£740,000	£0		4Q2011		Up to date figures provided for capital cost of provision (excl land purchase) Source: WWA	£720,000	£0	Expansion development (P)	2021 - 2033	
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	£1,560,000	£0	Expansion areas have identified a need of 0.98ha. Costings have been adjusted to take account of the slight increase in quantum	£1,560,000	£0		4Q2011	223	Index linking applied	£2,322,511	£0	S106 (Schedule 8) - 0.48ha (£815,762) s.106 (P); Expansion development (P)	2021 - 2033	
42	-	-	-	Cranbrook approved development	Sport and Recreation	skate park	n/a	£0	Cranbrook Phase 1 Section 106 agreement	£0	£0		n/a			n/a	n/a	S106 (S)	2020	
43	2	T	2 (I)	Cranbrook - approved development and Expansion Areas	Sport and Recreation	Natural Grass Sports Pitches organised into two sports hubs	£1,295,000	£0	Additional requirement is from expansion areas, so costs of £1,370,000 (split between items 43 and 44) need to be met. Residual 2.41ha of sports land from Phase 1 to be delivered in expansion area hub	£1,295,000	£0	£2,937,900	4Q2011	n/a	Updated cost derived from SE guidance 2Q2019 index linking applied - costs exclude remodelling and SUDS	£849,880	£0	S106 (Schedule 9) - 7.3ha of sports pitch land (£1,533,000) (S); Expansion development (P)	2021 - 2033	
44	2	C	2 (I)	Expansion Areas	Sport and Recreation	Natural grass pitch expansion of Ingrams (1xJSP)	£75,000	£0	As above.	£75,000	£0		4Q2011	n/a	as above	£74,551	£0	Expansion development		

	Category and Area Code (BTCCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
45	3	-	2 (I) (onsite) 3 (D) (offsite)	Cranbrook - approved development and Expansion Areas	Sport and Recreation	Artificial Grass Sports Pitches (offsite hockey)	£280,000	£0	Funding required from CEA should be £271,950 (off-site contributions towards sand-based AGP at Clyst Vale CC. AGP at Cranbrook already committed in s.106 for Phase 1, (to be delivered in Treasbeare hub) so no additional cost for expansion areas,	£280,000	£0	£980,000		334	Updated cost derived from SE guidance 2Q2019 index linking applied CEA should be 38.5% of £820,000	£313,810	£506,190	S106 (Schedule 9) - Floodlit artificial grass pitch (S); Expansion development (P)	2021 - 2033	
45a	2	T	2 (I) (onsite)	Cranbrook - approved development and Expansion Areas	Sport and Recreation	Artificial Grass Sports Pitch									split from row 45 for clarity	£0	£0	S106 (Schedule 9) - Floodlit artificial grass pitch (S);	2022 - 2033	
46	2	T	2 (I)	Cranbrook - approved development and Expansion Areas	Sport and Recreation	Changing/club house facilities and car parking for sports pitches	£670,000	£0	Original cost from Cran 009 and based on BCIS Q1 2015 costs (Sports pavilions, club houses and changing rooms). Now updated	£670,000	£0			334	Updated cost derived from SE guidance 2Q2019 - Index linking applied	£675,928	£0	S106 (Schedule 9) - Sports pavilion with changing rooms and car parking (S); Expansion development further required (P)	2021 - 2033	
47	3	-	3 (D)	Cranbrook - Expansion Areas	Sport and Recreation	Cricket	£310,000	£0	Cost is off-site financial contribution for Cricket. (Separate item here for clarity, although within changing facilities project in Local Plan IDP) Costs updated	£310,000	£0		4Q2011	n/a	maintain at £310,000 recognising Sports England facilities cost	£310,000	£0	Expansion development (P)		
48	2	T	3 (D)	Cranbrook - Expansion Areas	Sport and Recreation	Tennis Courts	£370,000	£0	Costs checked with Sport England facilities guide £375,000; costs updated	£375,000	£0		2Q 2019	334	£375,000 index linked applied 2Q2019 funding split between on site (2) and offsite (3)	£372,754	£0	Expansion development (P)	2021 - 2033	

	Category and Area Code (BCTCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
49	3	-	3 (D)	Cranbrook - Expansion Areas	Sport and Recreation	Bowls	£50,000	£10,000	Rec. from http://eastdevon.gov.uk/media/2302158/slr-addendum-report.pdf . Costs updated	£50,000	Rec. from http://eastdevon.gov.uk/media/2302158/slr-addendum-report.pdf . Costs updated	2Q 2019	334	Index inking applied	£49,701	£10,000	s.106 (P)	2021 - 2033		
50	1	-	2 (I)	Cranbrook - Expansion Areas	Environment and GI	Amenity open space	£510,000	£0	Costs updated.	£510,000	£0		4Q2011	223	Index inking applied	£589,561	£0	Expansion development (P)	2021 - 2033	
51	1	-	2 (I)	Cranbrook - Expansion Areas	Environment and GI	Parks and recreation grounds	£1,764,000	£0		£1,764,000	£0		4Q2011		Recognising Amenity open space at £15/m, use enhanced figure of £22/m index linked	£2,466,328	£0	Expansion development (P)	2021 - 2033	
52	1	-	2 (I)	Cranbrook - Expansion Areas	Environment and GI	Natural and semi-natural greenspace	£1,390,000	£0		£1,390,000	£0		4Q2011	n/a	-provided incidental open space/stream corridors etc are covered within landscaping budget	£0	£0	Expansion development (P)	n/a	
53	-	-	-	Cranbrook - approved development	Transport	Crannaford Level Crossing highway reprofiling	£0	£0	Remove as project delivered.	£0	£0	£250,000	n/a			£0	£0	s.106 (S)	complete	
54	-	-	3 (D)	Cranbrook - Expansion Areas	Transport	Second train station; or improvements to existing station	£0	n/a	£8.38m sought in DCC June 2018 request for "public transport" Therefore, to include this item separately would be repetitious.	£0	£0	£9,000,000	n/a			£0	£0	s.106 being requested through expansion area applications (P)	n/a	

	Category and Area Code (BTCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
55	-	-	-	Cranbrook - approved development	Transport	Car, cycle and coach parking in the town centre	£0	£0	Already secured Cranbrook Phase 1	n/a	£0		n/a			£0	£0	Schedule 24 in s.106 requires implementation of the car parking strategy in the town centre (S)	2020 - 2024	
56	-	-	-	Cranbrook - Expansion Areas	Community development	Multi-functional cultural space	n/a	£0	Cran007 https://eastdevon.gov.uk/planning/planning-policy/cranbrook-plan/cranbrook-plan-consultation-responses-and-submission/#article-content	n/a	£0	Part of existing land take/ use of meanwhile space	n/a			£0	£0	s.106, (P)	2021 - 2033	
57	2	G	2 (I)	Cranbrook Expansion	Community development	Community Centre (s)	£1,100,000	£0		£1,100,000	£0	Size/design derived from: https://www.sportengland.org/media/4336/village-and-community-halls.pdf Funding recognises delivery of centre in Grange (fully funded). Remaining expansion areas land only			£1.65M based on a 750sqm building at costs of £2200/m2 - Residual gap result from unfunded buildings in 3x expansion areas	£1,650,000	£4,378,000	Expansion development (P)	2021 - 2033	
58	1	-	1 (C)	Cranbrook Expansion	Environment and GI	SANGS delivery and enhancement	£4,130,000	£0	Habitat Mitigation strategy	£4,130,000	£0	SANGS land cost needs to be separately added where a developer is unable to provide their own SANGS land. Costs derived from Ward Williams, and experience of SANGS within the South East Devon Habitats Regulation Partnership and their delivery of SANGS at South West Exeter and Dawlish in conjunction with the Land Trust			related to scale of SANGS	£4,130,000	£0	Expansion development (P)	2021 - 2033	Developer

	Category and Area Code (BTCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
59	1	-	1 (C)	Cranbrook Expansion	Environment and GI	SANGS maintenance in perpetuity	£2,500,000	£0	As above	£2,500,000	£0	Costs derived from work by South East Devon Habitats Regulation Partnership and their delivery of SANGS at South West Exeter and Dawlish in conjunction with the Land Trust. Note the Land Trust provided a presentation to stakeholders on the 23/5/18 which explored their endowment model for future maintenance. Costs reduced to the £2.5m although this is the lowest end of endowment model estimate. Alternative approach is full commuted sum from developers at £1k/ha/yr (Total £6.24M)				£2,500,000	£0	Expansion (P)	2021 - 2033	TBC
60	1	-	1 (C)	Cranbrook Expansion	Environment and GI	Off site habitat mitigation	£2,050,000	£0		£2,050,000	£0			334	£499.20/ dwelling in April 2019 referenced from HREC Executive board minutes index link applied from 2Q2019	£2,069,199	£0	Expansion development (P)	2021 - 2033	
61	2	C	3 (D)	Cranbrook - Expansion Areas	Public Services	Cemetery	£370,000	£0	Serviced land only of 1ha	£370,000	£0	Costs for site preparation and establishment derived from Ward Williams (Cran064)			this cost only reflects establishment costs and not land cost	£325,000	£0	Expansion development (P)	2021 - 2033	
62	1	-	3 (D)	Cranbrook - Expansion Areas	Energy	Plug-in and ultra low emission vehicle charging	0	£0	Costs included within the enhanced sustainable travel costs Ducting requirement attracts no costs within this IDP	£0	£0		n/a			£0	£0	Expansion development (P)	2021 - 2033	
63	2	T	1 (C)	Cranbrook Expansion	Transport	Engine Testing Bay at Exeter Airport	£1,200,000	£0	Discussion with Exeter Airport and costing of design submitted for EIA screening Reflects similar	£1,200,000	£0			328	Airport costed works in 3Q2018 @ £1.5M - index linking applied	£1,518,293	£0	Expansion development (P)	2022 - 2027	

	Category and Area Code (BTCCG)		Priority	Location	Type	Item/ project	CEA costs (Potential Funding)	Residual Funding gap (In addition to (P) funding)	Notes	Cost Used in 2019 revision	Residual Gap	Notes	Base Date of 2019 cost :	AITPI Index (1Q 2020 - 332)	Additional Notes	Updated CEA cost at 1Q 2020	Updated residual funding gap	Funding Secured (S) Potential (P)	Time-scale	Delivery
									development at Norwich airport											
64	1	-	1 (C)	Cranbrook - Expansion Areas	Energy	Carbon reduction over building regs	£6,352,000	£0	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.	£6,352,000	£0					£6,352,000	£0	Expansion development (P)	2021 - 2033	
65	1	-	1 (C)	Cranbrook - Expansion Areas	Environment and GI	Biodiversity net gain	n/a	n/a		n/a	n/a		n/a	317	Recognising scale of development ; likely ability to design out most habitat loss and ability to create compensatory habitat on site including within on site the proposed development lies within Scenario A £170 per dwelling. (2017 figures)	£742,444	£0	Expansion development (P)	2021 - 2033	
							£113,193,400.			£114,454,530.						£118,191,145	£60,276,142			

Appendix 3 – Additional details for required infrastructure

Key:

SC – Policy proposed to be superceded by Cranbrook Policy

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
1	Combined Heat and Power provision	£20,850,000	4170 dwellings @ £5000 per dwelling	Strategy 3 – Sustainable development Strategy 40 – Decentralised energy networks (SC)	CB13 – Delivering Zero Carbon
Evidence and explanation					
<p>Costs identified from DCC infrastructure request found in Cran 028¹</p> <p>Cranbrook Plan objectives</p> <p>Source: https://www.gesp.org.uk/evidence/ which identifies likely costs of £4000 per dwelling. This has been increased at Cranbrook to £5000 per dwelling to reflect more updated information and discussions with E.ON who are the current energy provider. The Cranbrook Plan Objective 12 is to deliver zero carbon development within town. By placing the development as a whole on a District Heat Network ensures that the whole town will benefit from fuel efficiencies which can be derived from at-scale heating and hot water production which can be achieved from the most sustainable energy sources. Importantly any improvement or change to the fuel which further improves efficiency can then be delivered to all the homes rather relying on individual and household decisions to make piecemeal improvements.</p>					

¹ <https://eastdevon.gov.uk/media/2760809/dcc-cranbrook-s106-transport-request-june-2018.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
2 & 3	Underground high voltage electricity power lines	£5,100,000	Total cost identified within consultant’s report less potential compensation	Policy D1 (4.a) – Design and Local Distinctiveness	CB1 – Health and Wellbeing CB4 – Cobdens expansion area CB5 – Grange expansion area CB7 – Phasing CB16 – Design Codes and Place making CB17 – Amenity of future occupiers
Evidence and explanation					
<p>Updated cost is derived from a report prepared by BTS consultants for Persimmon Homes. The updated report provides a more detailed cost from recent estimates provided by Western Power Distribution. The ascribed cost within the IDP reflects the costs of undergrounding the extent of pylons across both the Grange area and Cobdens area in one go and reflects the potential for previously identified compensation.</p> <p>Cranbrook Plan objective 26</p> <p>It is considered important both in the context of the existing Local Plan but more particularly the</p> <ul style="list-style-type: none"> • health and well-being, • legibility and • place making agenda <p>picked up in policies CB1, CB16 and CB17, that the future layout of residential parcels and outlook and amenity of future houses should not be blighted by the presence of large towers and connecting 132kv power lines. It is not appropriate to simply locate public open space under the length of the lines now identified, as such an approach would reduce developable land and fragment the built form, thereby reducing legibility and coherence of development.</p>					

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
4, 7-15	Road junctions and upgrade works	£8,641,000	WWA cost plan	TC7 – Adequacy of Road network and site access	CB25 – London Road improvements
Evidence and explanation					
<p>The values ascribed within the IDP for these entries are derived from the costs plan that has been prepared by independent consultant WWA and incorporated in the viability appraisal by Three Dragons. The costs ascribed are based on the Cranbrook Masterplan and junctions identified by it.</p> <p>Cranbrook plan objectives: 17</p> <p>Safe and properly functioning road junctions are an imperative for the effective operation of the expanded town. They help to provide good connectivity and ensure that bikes buses and cars can move around and through the town in a safe and efficient manner accessing commercial retail and residential environments. Both Policy TC7 and CB25 referenced above recognise the need for safe accesses to development and therefore it is important that these are addressed in the delivery plan from the outset</p>					

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
5-6	Footbridge and associated ramp	£2,856,000	Previous as built examples in Devon	<p>Strategy 5b – Sustainable Transport</p> <p>Strategy 11 – Integrated Transport and Infrastructure provision at East Devons West End</p>	<p>CB1 – Health and wellbeing</p> <p>CB2 – Bluehayes expansion area</p> <p>CB3 – Treasbeare expansion area</p> <p>CB16 – Design Codes and place making</p> <p>CB25 – London Road Improvements</p>
Evidence and explanation					
<p>The expected value of the bridge has been updated to reflect previous examples constructed in Devon with appropriate index linking applied to bring the costs up to 1Q 2020. Example bridges used for the costing and which span 4 lanes comprise:</p> <ul style="list-style-type: none"> • Roundswell – opened 2017/18 ca £2.5m (2016) • A38 Drumbridges – opened 2014/15 £2.0m (2013) <p>Cranbrook Plan objectives 16 and 18</p> <p>The easy movement of people by sustainable means around the expanded town is fundamental to the success of the Plan. The former A30 (now referenced as the B3174) has the potential to provide a barrier between north and south and therefore providing suitable pedestrian links in the most desirable places is important. At this point in the road's arrangement it is possible that 4 lanes would need to be crossed and provision of a bridge is considered a requirement. The proposed bridge allows links to be made between the Treasbeare and Bluehayes allocations, to cross the four lanes of traffic as well as overcome the crib lock retained embankment on the southern side of the road in this location which provides a further barrier.</p>					

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
18	Public transport - range of measures including bus services, enhanced rail frequency and 2nd train station	£6,378,000	See additional evidence paper by Devon County Council	Strategy 5b – Sustainable transport Strategy 11 – Integrated transport and infrastructure provision at East Devon’s west end	CB9 – Public transport enhancement CB 10 – Safeguarding of land for a second station CB19 – Coordinated sustainable travel
Evidence and explanation					
Cranbrook plan objectives – 16 and 17. Evidence provided by the Local Highway Authority – see separate submission					

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
19	Off site walking and cycling infrastructure	£2,530,000	See below	Strategy 10 – GI in East Devon’s West End TC4 – Footpaths Bridleways and Cycleways	CB1 – Health and wellbeing at Cranbrook CB13 – Delivering Zero carbon
Evidence and explanation					
Cranbrook plan objectives 1, 14, 18					
Original DCC request (Cran 028²) sought: Costs were derived on the basis of £250/m for routes 3 and 4 and £500/m for 1 and 2					
	Measure	Description	Length (metres)	Cost	Justification
	1. Westbound from Cranbrook To Blackhorse	High quality route from western edge of Cranbrook expansion (Station Road) to Mosshayne Lane	1,650	£950,000	Provide a safe, direct and attractive route towards amenities, jobs and existing cycle network in Exeter.
	2. Eastbound from Cranbrook to Whimble	High Quality segregated route from Cranbrook to the ‘the Green’ on western edge of Whimble	800	£460,000	Provide safe and suitable route to adjacent settlement of Whimble.
	3. Southbound trail to Airport Business Park	North-south trail linking Cranbrook to Airport via Rockbeare	3,000	£860,000	To provide a safe and attractive route from Cranbrook and Rockbeare to strategic employment sites.
	4. Northbound trail to Broadclyst	New trail from from Cranbrook to Broadclyst Village	2,500	£715,000	Safe and suitable route to adjacent settlement of Broadclyst and leisure recreation facilities.
				Total	
				£2,985,000	
However in 2019 the funding for route 2 was not supported by the LPA based on the degree to which costs could be justified against the Cranbrook development and the need for the routes.					
The residual sum of £2,530,000 has been taken forward and maintained on the basis that DCC can use it flexibly to provide the routes identified. However the shortfall resulting from the 2013 original base date of the request (and while still excluding the omitted route 2) is recognised within the IDP.					

² <https://eastdevon.gov.uk/media/2760809/dcc-cranbrook-s106-transport-request-june-2018.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
20	Car club vehicles and/or e-bike docking stations	£300,000	£30,000 for each of 5no. car club vehicles and 5 e-bike docking stations (together with a total of 25 e-bikes)	Strategy 5b – Sustainable transport Strategy 11 – Integrated transport and infrastructure provision at East Devons west end	CB19 – Coordinated sustainable travel CB20 – Plug in and ultra low emission vehicle charging
Evidence and explanation					
<p>Costs identified and evidence of need from DCC infrastructure request found in Cran 028³</p> <p>Cranbrook Plan objectives 1, 14, 16, 17, 20</p> <p>The safe easy movement of people around the town and the connection with wider areas of the District and Region are important for the success of the plan. The provision of car club vehicles and e-bikes/associated facilities, helps to facilitate the making of easily connected journeys on public transport and sustainable transport. It also helps to reduce the dependence on private car</p>					

³ <https://eastdevon.gov.uk/media/2760809/dcc-cranbrook-s106-transport-request-june-2018.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
21	Travel Planning	£285,000	15 years of contributions at £19,000 per annum (reflecting the current 106 obligation for Cranbrook Phase 1 with index linking)	Strategy 5b – Sustainable transport Strategy 11 – Integrated transport and infrastructure provision at East Devons west end	CB19 – Coordinated sustainable travel
Evidence and explanation					
<p>Costs identified from DCC infrastructure request found in Cran 028⁴</p> <p>Cranbrook Plan objectives 14, 16, 17, 20</p> <p>Defined within the NPPF, a travel plan is a “long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed. In addition at paragraph 111 of the Framework, it recognises that all developments that will generate significant amounts of movement should be required to provide a travel plan. This comes with a cost which is set out here.</p>					

⁴ <https://eastdevon.gov.uk/media/2760809/dcc-cranbrook-s106-transport-request-june-2018.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
22	Children’s centre	£36,218	Itemised costed list of the required items such as furniture, play equipment and IT/office/meeting equipment.	Strategy 4 – Balanced communities Policy RC5 – Community Buildings	CB1 – Health and well-being at Cranbrook
Evidence and explanation					
<p>Costs identified from DCC infrastructure request found in psd 13⁵</p> <p>Cranbrook Plan objectives 1, 6</p> <p>The children’s centre building is already secured under Cranbrook phase 1 and to ensure that it can operate and meet the needs of the enlarged community resulting from the expansion development an additional modest contribution for fit out is appropriate.</p>					

⁵ <https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
23 - 24	2FE & 3FE Primary Schools	£8,104,203 & £12,129,204	£16,019 (per pupil) and £50,000 community room (Both indexed from 1Q2015 and 1Q2017 respectively).	Strategy 4 - Balanced communities	CB1 – Health and Wellbeing at Cranbrook
Evidence and explanation					
<p>Costs identified from DCC infrastructure request found in psd 13⁶</p> <p>Cranbrook Plan objectives 1, 2, 6,</p> <p>Recognising the existing primary schools will be full when Cranbrook phase 1 is completed and on the basis of 0.25 primary pupils per dwelling, the expansion of Cranbrook is likely to generate in excess of 1000 primary aged school pupils (4170 x 0.25 = 1042). Recognising that each class entry assumes 30 pupils and in total the provision would allow for 5 classes per year the requested infrastructure would generate a total of 1050 pupil places meeting the required need (30 x 5 x 7 = 1050).</p> <p>It is important that adequate education facilities are provided in the town. This helps to ensure that there is easy and sustainable access to the schools, reducing reliance on the car and helping to foster opportunities for easy walking and cycling to school. In addition schools helps to engender a sense of belonging and identity to a town or area and therefore the provision of adequate school places is essential.</p>					

⁶ <https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
25	Enhanced secondary education provision	£2,583,429	£1,534,985 for up to 7500 places Additional places at £21,921 per pupil Index linked from 2014 and 2015 respectively	Strategy 4 - Balanced communities	CB1 – Health and Wellbeing at Cranbrook
Evidence and explanation					
<p>Costs identified from DCC infrastructure request found in psd 13⁷ and DCC matter 14 examination statement⁸</p> <p>Cranbrook Plan objectives 1, 2, 6, 10</p> <p>An existing MOU from 2015 recognises that the education campus has been built to accommodate 1000 pupil places but was only fitted out to cater for up to 600 – sufficient to cover the Cranbrook phase 1 needs. On this basis costs for fitting out the remaining 400 space wing of the centre is required enhancing the school so that it can accommodate the 1000 pupil design and thereby meet the needs of 7500 dwellings at Cranbrook. Development/expansion in addition to 7500 houses requires additional classroom development which is calculated on the basis of 0.15 pupils per additional dwelling.</p>					

⁷ <https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf>

⁸ <https://eastdevon.gov.uk/media/3693332/matter-14-written-statement-devon-county-council.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
26	Special educational needs provision	£1,017,573	£40,000 per pupil 15% of pupils require specialist placement Less over provision of land for school site	Strategy 4 - Balanced communities	CB1 – Health and Wellbeing at Cranbrook
Evidence and explanation					
<p>Costs identified from DCC infrastructure request found in psd 13⁹ and DCC matter 14 examination statement¹⁰</p> <p>Cranbrook Plan objectives 1, 2, 6,</p> <p>It is important that adequate education facilities are provided in the town. This helps to ensure that there is easy and sustainable access to the schools, reducing reliance on the car and helping to foster opportunities for easy walking and cycling to school. Schools helps to engender a sense of belonging and identity to a town or area and therefore the provision of adequate school places is essential.</p> <p>In this instance the town will be of a sufficient size when fully built out to properly accommodate a specialist school, itself generating a total need of around 46 places. As such it is appropriate that provision is made for a school in Cranbrook as there is no suitable school/no capacity elsewhere. If delivered in full this would amount to an overprovision and therefore not meet the CIL tests. The IDP therefore recognises a need for a mixture of land and financial contributions which when combined are proportionate to the expansion development that is being considered.</p>					

⁹ <https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf>

¹⁰ <https://eastdevon.gov.uk/media/3693332/matter-14-written-statement-devon-county-council.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
28	Health and Well being hub	£8,769,400	Full cost of provision estimated to be £16.3m and serve the whole of Cranbrook. Allocated cost attributable to expansion area only. Therefore derived from 4710/7850.	Strategy 4 - Balanced communities	CB1 – Health and Wellbeing at Cranbrook
Evidence and explanation					
<p>Cranbrook Plan objectives 1, 2, 30</p> <p>The existing GP provision at Cranbrook will not be able to cater for the number of residents that will live within the expanded Cranbrook. In addition a town of ca 18-20,000 people need a range of other health related services to ensure a happy and healthy community. It is envisaged that a flexible hub using a campus based approach has the potential to deliver a flexible approach to health and related care activities that can be flexible and adapt to meet the needs of the community as it continues to grow and evolve. Locating a hub within the town centre helps to provide a focus to that delivery in a sustainable location and in so doing meet the policy requirements of the Local Plan and the Cranbrook Plan, as well as the Cranbrook Plans objectives.</p>					

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
29	Extra care housing	£3,500,000	£188,000 unit cost based on previous examples Previously set at 50% to allow for market investment this has been reduced to allow for viability	Strategy 3 – Sustainable development Strategy 4 – Balanced communities Strategy 36 – Accessible and adaptable homes and Care/Extra care homes	CB1 – Health and wellbeing at Cranbrook
Evidence and explanation					
<p>Costs identified from DCC infrastructure request found in psd 13¹¹ and DCC matter 14 examination statement¹²</p> <p>Cranbrook Plan objectives 1, 2, 6, 27</p> <p>Cranbrook has a particularly young demographic but it is important for community cohesion and balance that all sectors of the community are provided for in an appropriate form. Extra care housing is a valuable asset in this regard providing accommodation that can adapt with a person’s changing needs. While some can be provided by the market, this is normally unaffordable to many residents who would benefit from such provision. In this instance a contribution towards a scheme is beneficial as it offsets the costs and improves affordability and therefore access. While the requested contribution has been reduced, it is nevertheless still considered to make a meaningful contribution in achieving the aims set out and allowing Devon County Council to meet its statutory obligations.</p>					

¹¹ <https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf>

¹² <https://eastdevon.gov.uk/media/3693332/matter-14-written-statement-devon-county-council.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
30	Blue light Emergency Services facility	£1,900,000	Costed plans provided by the Fire service for a building of 366sqm building include 2 bay appliance garage and externals	Strategy 3 – Sustainable development	CB1 – Health and wellbeing at Cranbrook CB22 – Cranbrook Town Centre
Evidence and explanation					
<p>Cranbrook Plan objectives 5, 11,</p> <p>It is recognised that the population increase associated with the town expansion would continue to increase pressure on the existing resources of three emergency services. As a result it is appropriate to seek monies to deliver a building on land which is already secured under the Cranbrook Phase 1 development. Such a hub would improve response times for the town but also provide a local base that is centred within the community for community engagement work. Such work can include crime and fire prevention engagement – all of which helps to build a sustainable resilient community in line with the objectives of the Plan.</p>					

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
32	Youth Centre (fit out)	£36,218	Based on anticipated facilities and recreational needs	Strategy 4 – Balanced communities Strategy 29 – Promoting opportunities for young people Policy RC5 – Community Buildings	CB1 – Health and well-being at Cranbrook
Evidence and explanation					
<p>Costs identified from DCC infrastructure request found in psd 13¹³</p> <p>Cranbrook Plan objectives 1, 6</p> <p>The youth centre building is already secured under Cranbrook phase 1 and to ensure that it can operate and meet the needs of the enlarged community resulting from the expansion development, an additional modest contribution for fit out is appropriate.</p>					

¹³ <https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
33	Town Council Offices	£2,000,000	Contribution towards enhanced town centre building on land previously secured. Costings based on anticipated size of enhanced facility.	Strategy 3 – Sustainable development Strategy 30 – Inward investment communication links and local benefits	CB22 – Cranbrook Town Centre
Evidence and explanation					
<p>Cranbrook Plan Objectives 8, 9, 11,</p> <p>Cranbrook phase 1 secures the delivery of a Town Council building of 237sqm but without any means of securing an income to help fund its ongoing liability. This requirement provides ca 500 sqm of lettable space for the Town Council and would also help to deliver and sustain the town centre. Such a proposition helps to underpin the Town Council building as an important focus for the town – both in terms of its community function but also the economic nucleus which it needs to become.</p>					

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
35	Library (Fit out)	£480,000	Costings allow for fixture and fitting including procurement and installation of access control system, stock and A/V media	<p>Strategy 3 – Sustainable development</p> <p>Strategy 4 – Balanced communities</p> <p>Strategy 29 – Promoting opportunities for young people</p>	<p>CB1 Health and Well being</p> <p>CB 22 Cranbrook Town Centre</p>
Evidence and explanation					
<p>Costs identified from DCC infrastructure request found in psd 13¹⁴ and DCC matter 14 examination statement¹⁵</p> <p>Cranbrook Plan objectives 1, 6, 10, 11,</p> <p>Libraries can play a central role with the community allowing for access to far more than the traditional lending of books although this function this no less important. Currently Cranbrook phase 1 secures land for the library and within the proposed expansion it is set out that costs for the fit out should now be met. This meets a range of local plan polices and would ensure that the residents of Cranbrook have access to a facilities which can play host to a range of community activities which are important in meeting the objectives set out for the Cranbrook Plan..</p>					

¹⁴ <https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf>

¹⁵ <https://eastdevon.gov.uk/media/3693332/matter-14-written-statement-devon-county-council.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
38	Place of worship land and parsonage	£ land only	n/a	Strategy 4 – Balanced communities	CB1 – Health and well being
Evidence and explanation					
<p>Cranbrook Cultural development strategy¹⁶</p> <p>NPPF (para: 92)</p> <p><i>To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i></p> <p><i>a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</i></p> <p>Cranbrook Plan objectives 1, 5, 6, 7,</p> <p>As outlined within the NPPF places of worship can amongst form an important component of delivering community needs. The identification of land for this purpose helps to this objective.</p>					

¹⁶ <https://eastdevon.gov.uk/media/2260182/cranbrook-in-common-cultural-development-strategy.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
39	Sports centre and swimming pool	£3,993,940	Sports England facilities guide ¹⁷ recognises a total cost of £10.045m for the facility (39.9% demand generated by 4170 houses according to Cran 009)	Strategy 3 – Sustainable development Strategy 4 – Balanced communities Strategy 43 – Open space standards	CB1 – Health and wellbeing at Cranbrook CB22 – Cranbrook Town Centre
Evidence and explanation					
<p>Cran009 – Sports Leisure and recreation addendum report¹⁸</p> <p>Cranbrook Plan objectives 1, 2, 6, 7, 11, 14,</p> <p>To develop a sports centre and swimming pool is a vitally important asset for the town – embracing many of the objectives of plan and providing a focus for direct health related provision within the town. Importantly provision of the asset would also support the sustainability objectives of the plan being located in a highly accessible location that helps to strengthen the town centre.</p> <p>While not capable of being justified in full by the housing numbers in the expansion areas, it is considered that the centre would have a large enough catchment to be viable. In addition the contribution that can be achieved from the development is a significant proportion and would allow additional funding to be sought.</p>					

¹⁷ <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/facility-cost-guidance>

¹⁸ <https://eastdevon.gov.uk/media/2302158/slrc-addendum-report.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
40	Allotments	£720,000	Quantum set out in the East Devon Local Plan Costs from Ward Williams cost plan	Strategy 3 – Sustainable development Strategy 43 – Open Space Standards	CB1 – Health and Wellbeing CB16 – Design codes and place making CB26 – Allotments CB27 – Landscape biodiversity and drainage
Evidence and explanation					
<p>Cran009 – Sports Leisure and recreation addendum report¹⁹</p> <p>Cranbrook Plan objectives 1, 3, 6, 14, 22</p> <p>Allotments allow people to get outside, exercise and grown their own healthy food – learning about the environment and providing an enrichment to the education of young people. As such they play an important role in developing the enlarged town and to fulfilling a number of objectives and the overarching policy of the plan – CB1.</p>					

¹⁹ <https://eastdevon.gov.uk/media/2302158/slrc-addendum-report.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
41	Play space	£2,322,511	Quantum from East Devon Local Plan Costings from East Devon Open space Study ^{20 21} with index linking applied.	Strategy 3 – Sustainable development Strategy 43 – Open Space Standards	CB1 – Health and Wellbeing CB16 – Design codes and place making
Evidence and explanation					
<p>Cran009 – Sports Leisure and recreation addendum report²²</p> <p>Cranbrook Plan objectives 1, 2, 3, 6, 7, 28,</p> <p>Adequate play space is important for children and young families. It helps to foster a love of being outside, playing and moving. It also acts a community focal point where friends can meet, share news and support, and children and further engagement and relationships.</p>					

²⁰ <https://new.eastdevon.gov.uk/planning-libraries/evidence-document-library/chapter8.4-environment/env029-eastdevonopenspacestudy.pdf>

²¹ <https://new.eastdevon.gov.uk/planning/planning-policy/environment-and-green-infrastructure/open-space/open-space-study/>

²² <https://eastdevon.gov.uk/media/2302158/slrc-addendum-report.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
43 & 44	Natural Grass pitches	£849,880 & £74,551	Quantum from East Devon Local Plan and adapted as set out within the SLRC report. Costings from Sports England facilities guide ²³ with index linking	Strategy 4 – Balanced communities Strategy 43 – Open space standards	CB1 – Health and well being CB28 – Construction of sports pitches
Evidence and explanation					
<p>Cran009 (SLRC) – Sports Leisure and recreation addendum report²⁴</p> <p>Cranbrook Plan objectives 1, 2, 3, 6, 7, 28₁</p> <p>As with less formal sports provision and play parks, the role of formal sports pitches in facilitating an active healthy lifestyle is important. These form part of a suite of sporting leisure and recreational opportunities that are identified through the plan and all help to deliver on the objectives of facilitating health and well-being within the town of Cranbrook. This work is further underpinned by the previously identified new model of care that formed part of the Healthy Towns programme – that is to enable people to lead healthier lifestyles and thereby reduce the need for more direct medical support/intervention. Physical exercise and the interaction with other people is vital for mental and physical health and therefore the obligations that are derived from this infrastructure are of particular significance.</p>					

²³ <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/facility-cost-guidance>

²⁴ <https://eastdevon.gov.uk/media/2302158/slrc-addendum-report.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
45	Artificial Grass pitch (offsite hockey)	£313,810	SLRC report recognises a need for 37% of a sand based AGP for hockey. Increased to 38.5% to accommodate additional housing. Costings from Sports England facilities guide ²⁵ with index linking	Strategy 4 – Balanced communities Strategy 43 – Open space standards	CB1 – Health and well being
Evidence and explanation					
Cran009 (SLRC) – Sports Leisure and recreation addendum report ²⁶ Cranbrook Plan objectives 1, 2, 3, 6, 7, 28, Comments as per infrastructure items 43 & 44					

²⁵ <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/facility-cost-guidance>

²⁶ <https://eastdevon.gov.uk/media/2302158/slrc-addendum-report.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
46	Changing Room/ clubhouse	£675,928	Costings and size from Sports England facilities guide ²⁷ with index linking	Strategy 4 – Balanced communities Strategy 43 – Open space standards	CB1 – Health and well being
Evidence and explanation					
<p>Cran009 (SLRC) – Sports Leisure and recreation addendum report²⁸</p> <p>Cranbrook Plan objectives 1, 2, 3, 6, 7, 28,</p> <p>The need for the changing room and clubhouse is derived from sporting provision that is evidenced as being needed within Cranbrook. The specification and costing is obtained from Sports England facilities guide. Such facilities are required in order to support the playing the various types of sport at the Treasbeare hub and therefore maximising the benefit that can be derived from pitches as identified.</p>					

²⁷ <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/facility-cost-guidance>

²⁸ <https://eastdevon.gov.uk/media/2302158/slrc-addendum-report.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
47	Cricket/Pavilion enhancements	£310,000	1.4ha of cricket provision is identified as being justified. Sports England facilities guide ²⁹ with index linking	Strategy 4 – Balanced communities Strategy 43 – Open space standards	CB1 – Health and well being
Evidence and explanation					
<p>Cran009 (SLRC) – Sports Leisure and recreation addendum report³⁰ recognises that with inadequate land to accommodate the identified provision and with enhancements to existing provision (including changing rooms being possible) it is appropriate to take a financial contribution in this instance. Contribution has been switched from the East Devon Open space Study^{31 32} to Sport England facilities cost as this represents a more up to date base to bench mark from.</p> <p><u>Cranbrook Plan objectives 1, 2, 3, 6, 7, 28,</u></p> <p>Comments as per infrastructure items 43 & 44</p>					

²⁹ <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/facility-cost-guidance>

³⁰ <https://eastdevon.gov.uk/media/2302158/slrc-addendum-report.pdf>

³¹ <https://new.eastdevon.gov.uk/planning-libraries/evidence-document-library/chapter8.4-environment/env029-eastdevonopenspacestudy.pdf>

³² <https://new.eastdevon.gov.uk/planning/planning-policy/environment-and-green-infrastructure/open-space/open-space-study/>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
48	Tennis Courts	£372,754	Quantum from East Devon Local Plan and adapted as set out within the SLRC report. Costings from Sports England facilities guide ³³ with index linking	Strategy 4 – Balanced communities Strategy 43 – Open space standards	CB1 – Health and well being
Evidence and explanation					
Cran009 (SLRC) – Sports Leisure and recreation addendum report ³⁴ Cranbrook Plan objectives 1, 2, 3, 6, 7, 28, Comments as per infrastructure items 43 & 44					

³³ <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/facility-cost-guidance>

³⁴ <https://eastdevon.gov.uk/media/2302158/slrc-addendum-report.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
49	Bowls	£49,701	SLRC report recognises a need for indoor short mat bowls and a contribution towards 1/3 of a 6 rink outdoor facility Costings from Sports England facilities guide ³⁵ with index linking	Strategy 4 – Balanced communities Strategy 43 – Open space standards	CB1 – Health and well being
Evidence and explanation					
<p>Cran009 (SLRC) – Sports Leisure and recreation addendum report³⁶</p> <p>Cranbrook Plan objectives 1, 2, 3, 6, 7, 28,</p> <p>The need for a full specification 6 rink outdoor bowls facilities in Cranbrook could be justified by the housing numbers that are being delivered. However it is noted that space is at a premium and the demographics of the town, such provision is considered reasonably tempered and delivered through a mix of short mat (indoor) bowls and a contribution to the enhancement of existing outdoor facilities.</p>					

³⁵ <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/facility-cost-guidance>

³⁶ <https://eastdevon.gov.uk/media/2302158/slrc-addendum-report.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
50	Amenity Open space	£589,561	Quantum from East Devon Local Plan. Costing's from East Devon Open space Study ^{37 38} - index linked	Strategy 4 – Balanced communities Strategy 43 – Open space standards	CB1 – Health and well being
Evidence and explanation					
<p>Cranbrook Plan objectives 1, 2, 3, 6, 7, 28,</p> <p>As with formal sports the ability more generally, to get outside and exercise is important for both mental and physical health. While formal sports do not suit everyone and can often be seen as inaccessible by a sizeable part of the population, the benefits from informal open space can nonetheless be just as valuable. In addition open space also brings relief to the built form of housing developments and therefore plays a dual role in this regard.</p>					

³⁷ <https://new.eastdevon.gov.uk/planning-libraries/evidence-document-library/chapter8.4-environment/env029-eastdevonopenspacestudy.pdf>

³⁸ <https://new.eastdevon.gov.uk/planning/planning-policy/environment-and-green-infrastructure/open-space/open-space-study/>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
51	Parks and recreation grounds	£2,466,328	Quantum from East Devon Local Plan (adapted). Costing's from East Devon Open space Study ^{39 40} - (adapted and index linked)	Strategy 4 – Balanced communities Strategy 43 – Open space standards	CB1 – Health and well being
Evidence and explanation					
<p>Cranbrook Plan objectives 1, 2, 3, 6, 7, 28,</p> <p>Park and recreation grounds provide a different type of amenity space and one that traditionally has been very formal in its approach, landscaping access and use. While nonetheless valuable as a type of space the approach that is more appropriate for Cranbrook tends towards more flexible environment – and ones that are less costly to set up and manage. In this regard the formal parkland at Bluehayes, offsets the need to provide a formal park in this expansion area. In addition the cost ascribed to this typology within the East Devon Study has been reduced from £72 psm to £22 psm - which is equivalent to an enhanced amenity open space which attracted a value of £15psm. The value used within the calculation has been subsequently index linked from 2011.</p>					

³⁹ <https://new.eastdevon.gov.uk/planning-libraries/evidence-document-library/chapter8.4-environment/env029-eastdevonopenspacestudy.pdf>

⁴⁰ <https://new.eastdevon.gov.uk/planning/planning-policy/environment-and-green-infrastructure/open-space/open-space-study/>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
57	Community Centre	£1,650,000	Cultural Development strategy Costings based on a building of 750sqm (Sport England ⁴¹ design)	Strategy 4 – Balanced communities	CB1 – Health and well being
Evidence and explanation					
<p>Cultural Development strategy (CDS) ⁴²</p> <p>Cranbrook Plan objectives 1, 5, 6, 7, 11, 28, 30, 31</p> <p>Providing sufficient flexible meeting spaces for a young and growing population is important for strong resilient community development. While providing spaces to place further sports, a community centre provides space for things such as community meetings, arts, community based health services, library services and archives. By their nature they need to be flexible multi use spaces and therefore based on the CDS it is appropriate to consider such a facility in each of the expansion areas. However, this plans for the long term future of the town and therefore it is appropriate, balancing the need “now” against viability, to deliver one large centre at this stage. This is provided within the costed infrastructure while land is secured for further developments in due course. Its identified location at Grange is appropriate, recognising the planned sports pavilion in Ingrams, the planned changing rooms in Treasbeare and the existing community centre in Younghayes which can help to serve the Bluehayes area.</p>					

⁴¹ <https://www.sportengland.org/media/4336/village-and-community-halls.pdf>

⁴² <https://eastdevon.gov.uk/media/2260182/cranbrook-in-common-cultural-development-strategy.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
58 & 59	SANGS Delivery and enhancement	£4,130,000 & £2,500,000	Joint Habitat Regulations Executive Committee minutes ^{43 44} See note 1 below	Strategy 5 – Environment Strategy 47 – Nature Conservation and geology	CB15 – Delivery of Suitable alternative Natural Green space
Evidence and explanation					
<p>South East Devon European mitigation strategy and HRA (Cran 019⁴⁵ Cran 020⁴⁶)</p> <p>Cranbrook Plan Objectives 3, 21, 23</p> <p>Note 1 – Establishment costs adapted in work by WWA to recognise enhanced landscaping and the need to provide walkways through some prone areas; Maintenance costs derived from work by South East Devon Habitats Regulation Partnership and their delivery of SANGS at South West Exeter and Dawlish in conjunction with the Land Trust. Note the Land Trust provided a presentation to interested stakeholders on the 23 May 2018 which explored their endowment model for future maintenance. This has allowed costs to be reduced to the £2.5m as set out within the schedule. Note this sum is the lowest end of endowment model estimate and any residual monies from delivery may need to be used to support endowment when final schemes are costed. Alternative approach is a full commuted sum from developers at £1k /ha/yr (Total £6.24M)</p>					

⁴³ <https://democracy.eastdevon.gov.uk/documents/g307/Public%20reports%20pack%2016th-Jul-2019%2014.00%20South%20and%20East%20Devon%20Habitat%20Regulations%20Executive%20Committ.pdf?T=10>

⁴⁴

<https://democracy.eastdevon.gov.uk/Data/South%20and%20East%20Devon%20Habitat%20Regulations%20Executive%20Committee/20170727/Agenda/270717-SEDHREC-agenda-public.pdf>

⁴⁵ <https://eastdevon.gov.uk/media/2760800/south-east-devon-european-site-mitigation-strategy.pdf>

⁴⁶ <https://eastdevon.gov.uk/media/2760803/habitat-regulations-assessment.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
60	Off site habitat mitigation	£2,069,199	Joint Habitat Regulations Executive Committee minutes ^{47 48} £499 per dwelling	Strategy 5 – Environment Strategy 47 – Nature Conservation and geology	CB15 – Delivery of Suitable alternative Natural Green space
Evidence and explanation					
<p>South East Devon European mitigation strategy and Cranbrook HRA</p> <p>(Found as evidence documents Cran 019⁴⁹ Cran 020⁵⁰)</p> <p>Cranbrook Plan Objectives 3, 21, 23</p> <p>This comprises the second strand of habitat mitigation that is necessary to ensure that that there is no likely significant effect on the protected environments. The original sum of £492 per dwelling was increased by £7.00 following a decision of the executive committee in July 2019. These measures (referred to as “on site” in the evidence from the Executive committee) relate to work, measures and roles that take place on/in the protected environment. They remain offsite to Cranbrook.</p>					

⁴⁷ <https://democracy.eastdevon.gov.uk/documents/g307/Public%20reports%20pack%2016th-Jul-2019%2014.00%20South%20and%20East%20Devon%20Habitat%20Regulations%20Executive%20Committ.pdf?T=10>

⁴⁸

<https://democracy.eastdevon.gov.uk/Data/South%20and%20East%20Devon%20Habitat%20Regulations%20Executive%20Committee/20170727/Agenda/270717-SEDHREC-agenda-public.pdf>

⁴⁹ <https://eastdevon.gov.uk/media/2760800/south-east-devon-european-site-mitigation-strategy.pdf>

⁵⁰ <https://eastdevon.gov.uk/media/2760803/habitat-regulations-assessment.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
61	Cemetery	£325,000	Cran 10 - Burial space evidence report ⁵¹ Costs from WWA	Strategy 3 – Sustainable development Strategy 50 – Infrastructure delivery	CB1 – Health and wellbeing
Evidence and explanation					
<p>Cranbrook plan objectives 6, 30,</p> <p>As part of the long term goal of making Cranbrook a self-sustaining and inclusive town provision of a cemetery is appropriate and justified in terms of need by the evidence set out. There is already a crematorium located to the east along the London Road and the provision of a cemetery through this plan provides the option for local options when loved ones die. Providing a suitable place to mourn and remember is an important part of providing an inclusive and caring society.</p>					

⁵¹ <https://eastdevon.gov.uk/media/2760788/burial-space-evidence-report.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
63	Engine testing bay at Exeter Airport	£1,518,293	Airport noise study ⁵² Costed design based on EIA screening submission.	Strategy 3 – Sustainable development Strategy 4 – Balanced communities	CB1 – Health and well being CB3 – Treasbeare Expansion area CB17 – Amenity of future occupiers
Evidence and explanation					
<p>Cranbrook Plan objectives 1, 26,</p> <p>Exeter Airport and the engine testing facility that is available as the site is an existing employment and income generating enterprise which is important for the local economy. It is important that in seeking to locate housing within relative close proximity to this facility, that it is protected for the long term from complaints that would otherwise arise. In addition it is vitally important for the health and wellbeing of residents/occupiers of the development that their health is not compromised by the noise. It is therefore appropriate that mitigation is secured in the form of both direct measures to the development itself (through additional glazing and orientation) but also the delivery of an acoustic pen around the testing facility to reduce the noise impact. Evidence of need is set out in the identified evidence.</p>					

⁵² <https://eastdevon.gov.uk/media/2260194/eddc-dm-and-eh-joint-airport-noise-study.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
64	Carbon reduction over building regulations	£6,352,000	Low Carbon Study identifies a typical cost of £1588 per dwelling (page 17 – Table 2 of Cran 029)	Chapter 17 Strategy 38 – Sustainable Design and Construction	CB13 – Delivering Zero Carbon
Evidence and explanation					
<p>Low Carbon Study Cran 029⁵³</p> <p>Cranbrook Plan Objectives 12,</p> <p>Effectively working in partnership with requirements of IDP item 1 (Decentralised Energy Networks) this item targets the other part of the energy equation - that is to reduce the energy demand in the first place. Through fabric first measures it is possible to significantly reduce the energy demands that are placed on the network and therefore the energy generation (by whatever means) that is required. In so doing this helps to deliver a Zero Carbon environment.</p>					

⁵³ <https://eastdevon.gov.uk/media/2760812/low-carbon-study-gesp.pdf>

Infrastructure item – IDP schedule Line number and title		Amount expected through the Cranbrook Plan		Policy Justification	
		Total	Derivation	East Devon Local Plan	Cranbrook DPD
65	Biodiversity net gain	£742,444	£170 per dwelling with index linking (from BNG Impact Assessment ⁵⁴)	Strategy 3 – Sustainable development Strategy 47 – Nature conservation and geology	CB27 – Landscape, biodiversity and drainage
Evidence and explanation					
<p>Cranbrook Plan objectives 23, 25</p> <p>Following the introduction of Biodiversity net gain through a proposed Main modification (recognised within the statement of common ground between Natural England and East Devon), it is appropriate to recognise an appropriate cost within this schedule.</p> <p>The identified cost is derived from the published BNG impact assessment. IN setting the rate for Cranbrook expansion, recognition is given to:</p> <ul style="list-style-type: none"> • the scale of development; • the likely ability to design out most habitat loss; and • the ability to create compensatory habitat on site including within the onsite SANGS • <p>From the impact assessment Cranbrook has been located within the metric for Scenario A and the resulting cost of £170 per dwelling.</p>					

⁵⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/839610/net-gain-ia.pdf