

Planning Policy Evidence

Cranbrook Infrastructure Delivery Plan

2013-2031



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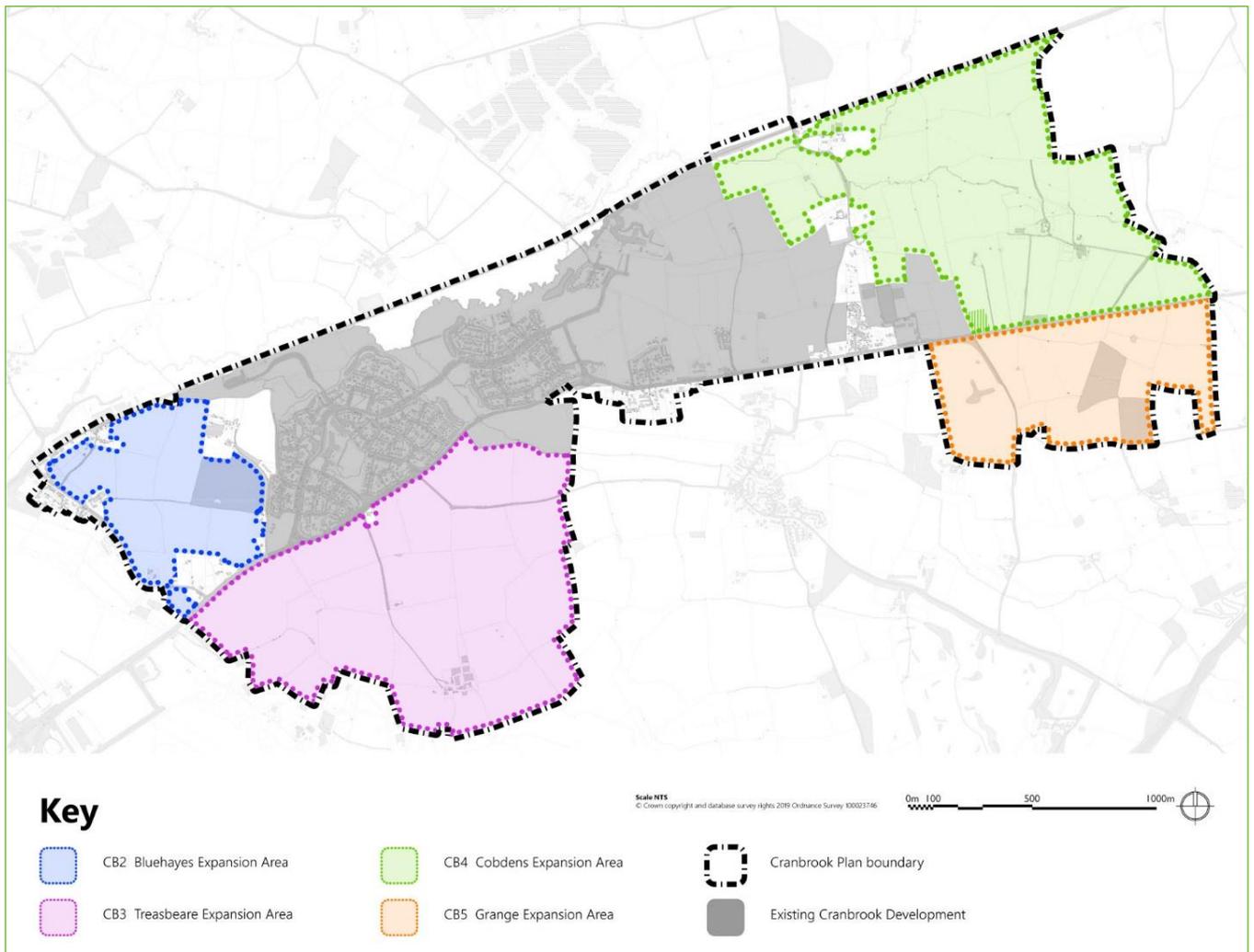
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Introduction

- 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 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 at a particular point in time and ascribes values to infrastructure whose costs will vary. 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 reflecting the detailed policy approach set out within the Cranbrook Plan.

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.
- 1.11 Following the CIL review which was found sound at examination in 2020 and adopted in early 2021, the Cranbrook Plan Area (identified in the Cranbrook Plan DPD) is now 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.
- 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 and health & wellbeing hub.
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.
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 accompanied 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 one*). 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*) with the expectation that the heat is derived from an Energy from Waste facility.

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 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, and includes links to Cranbrook. Found in the East Devon IDP the project aims to deliver 36km of new recreational trails to link existing and new communities to the countryside. Consultation has recently taken place on an updated master plan which details funding successes such as £120,00 from the Heritage Lottery for the "Great Trees in the Clyst Valley" project as well as important unfunded projects such as the £1m needed for a new bridge across the River. Making the Park accessible is just one of several objectives, with others including landscape and habitat restoration and creation (trees, hedges, parklands, orchards, and riverine wetlands), heritage conservation, interpretation, educational and visitor facilities.

Flood risk and Coastal Change management

- 2.9 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

- 2.10 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 one*). This hub building had an initial cost estimate of £16.3m, of which the expansion of Cranbrook was expected to make a proportionate contribution of £8.7m. With a reduced specification for the hub being prepared a reduced contribution of £7.0m is now identified.
- 2.11 In addition, an extra care housing scheme of 55 flats is now considered critical (*priority one*) to meet both future demographic needs in the town and current delivery possibilities. 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.
- 2.12 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 though 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

- 2.13 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

- 2.14 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, a cemetery, a library (building in s.106, but funding required to fit-out), and a place of worship (land only, funding required to construct), all to be delivered through s.106 developer contributions. Other public services are required to help deliver a more sustainable community, with enhanced Town Council Offices, town centre car and coach parking, 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

- 2.15 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 now in use and the first of the currently secured two allotment sites 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

- 2.16 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.
- 2.17 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. Previously required highway re-profiling of the Crannaford Crossing has already been completed.

- 2.18 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 funding gaps is set out in appendix 2.
- 2.19 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, cemetery	
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, crossings and junctions			
Carbon/energy	Higher carbon standards; District heat			

- 2.20 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.
- 2.21 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.
- 2.22 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.
- 2.23 To address this and try to reduce the risks of delivering infrastructure through a protracted funding mechanism, the Cranbrook Plan 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 Treasbare and Cobdens would incur significant costs.
- 2.24 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 (in the main) 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

[IMM 44] Residential development Development that is proposed within the Cranbrook Plan Area Built-up Area Boundary must demonstrate that it will meet the likely demands of future occupiers/users 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~~

To allow delivery in a fair and coordinated way, it is necessary to equalise the costs associated with infrastructure that is to be delivered on one site but which will serve the wider needs of the expansion areas. To achieve this, items relevant to equalisation have been divided into four categories, all of which must be provided as appropriate—

4. Infrastructure to be provided/funded by all development and which is directly relevant to each on-plot dwelling

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

This is to be provided by all development in proportion to the number of dwellings proposed and is generally expected to be provided on site.

- Open space comprising the following typologies:

<u>Typology/infrastructure item</u>	<u>Policy Reference</u>	<u>Typical standard unless otherwise prescribed</u> <small>(per 1000 population based on 2.35 people per dwelling)</small>
<u>Formal Open Space</u>		<u>1ha</u>
<u>Formal Play</u>	<u>CB2, CB3,</u>	<u>0.1ha</u>
<u>Allotments*</u>	<u>CB4, CB5</u>	<u>0.25ha*</u>
<u>Amenity open space</u>		<u>0.35ha</u>

* The identified land requirement excludes the associated land take for peripheral paths and areas for parking and drop off

And in addition:

- Biodiversity net gain (in accordance with Policy CB27)
- SANGS delivery and enhancement (in accordance with Policy CB15)
- Carbon reduction measures (in accordance with Policy CB13)

- Connection with the District Heat network (in accordance with Policy CB13)
- EV charging (in accordance with Policy CB20)

2. Contributions necessary from all development towards

- SANGS maintenance (in accordance with Policy CB15)
- Off Site habitat mitigation (in accordance with Policy CB15)
- Travel planning (in accordance with Policy CB19)

3. Infrastructure which is site specific must be delivered in full by developers of the relevant expansion area ~~to a particular expansion area (under policies CB2 to CB5 inclusive)~~

Where the allocation policy identifies specific infrastructure this must be delivered in full by developers of the relevant expansion area and where prescribed, in particular locations. The land necessary for the particular item of infrastructure must be safeguarded from the start of the development of the relevant expansion area in accordance with an agreed **parameters plan**.

Bluehayes (in accordance with Policy CB2)

1. 2 Form Entry Primary school and associated land**
2. London Road Upgrade works (CB25)

Treasbeare (in accordance with Policy CB3)

1. 2 Form Entry Primary school and associated land**
2. Sports pitches and associated land
3. Serviced land for tennis courts with flood lighting, pavilion and changing rooms, and AGP.
4. Energy Centre land (in accordance with Policy CB14)

Cobdens (in accordance with Policy CB4)

1. 3 Form Entry Primary school and associated land
2. Serviced land for an SEND School
3. Sports pitch and associated land
4. Serviced land for a cemetery
5. Serviced land for both a place of worship and parsonage
6. London Road Upgrade works (CB25)

Grange (in accordance with Policy CB5)

1. Community Building
2. London Road Upgrade works (CB25)

** This facility is only required in one of the expansion areas where it is identified and will factor as a category 2 cost for that area when its final location is established

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

4. Infrastructure for which contributions are which forms common infrastructure and is necessary for the proper functioning of the Cranbrook expansion areas, 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 funded by all developers across the Cranbrook Plan area, on a “balancing” basis with the cost of infrastructure and associated land incurred in category 3.

A. To help support the delivery of the town centre and meet the health needs of the town (in accordance with Policy CB22), contributions will be made towards:

1. Fire station
2. Children’s centre and Youth centre fit out
3. Extra Care provision contributions
4. Health and Wellbeing hub contributions
5. Leisure centre contributions
6. Library fit out

B. In addition the following are also recognised as being necessary to make the expansion area development acceptable and form category 4 infrastructure projects.

7. Offsite walking and cycling enhancements (CB19)
8. Pavilion and 8 team changing rooms for the Treasbeare Sports hub (of a minimum 490 sqm gross internal floor area) (CB3)
9. 4 no. Tennis Courts with Flood lighting
10. Secondary school education contributions (Devon County Council)
11. SEND school provision contributions (Devon County Council)
12. Shared cars and e bikes (CB19)
13. Sustainable transport enhancements (CB9)

~~being calculated so that the resultant total costs associated with the three categories per expansion area are balanced. This may result in this third component being disproportionately costed across each expansion area in order to equalise costs across the four expansion areas together.~~

~~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.~~

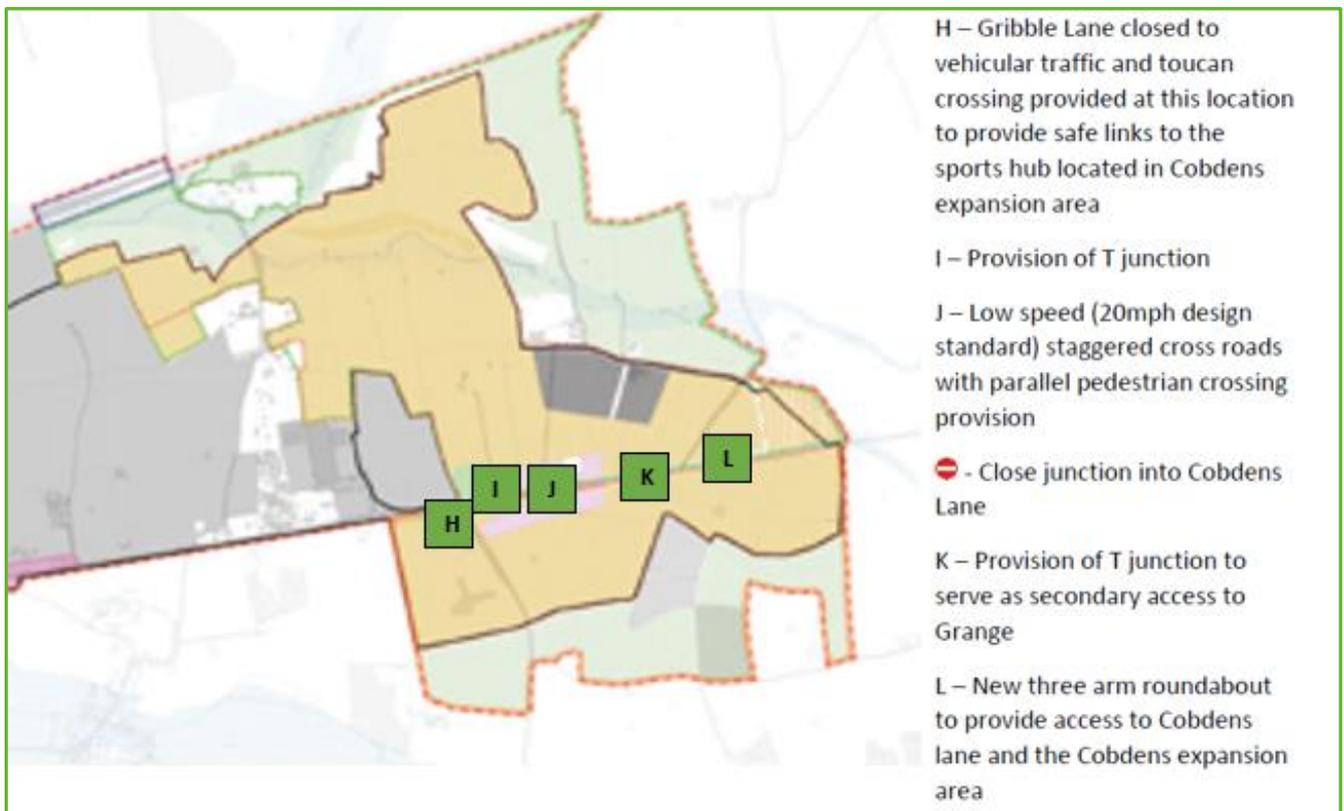
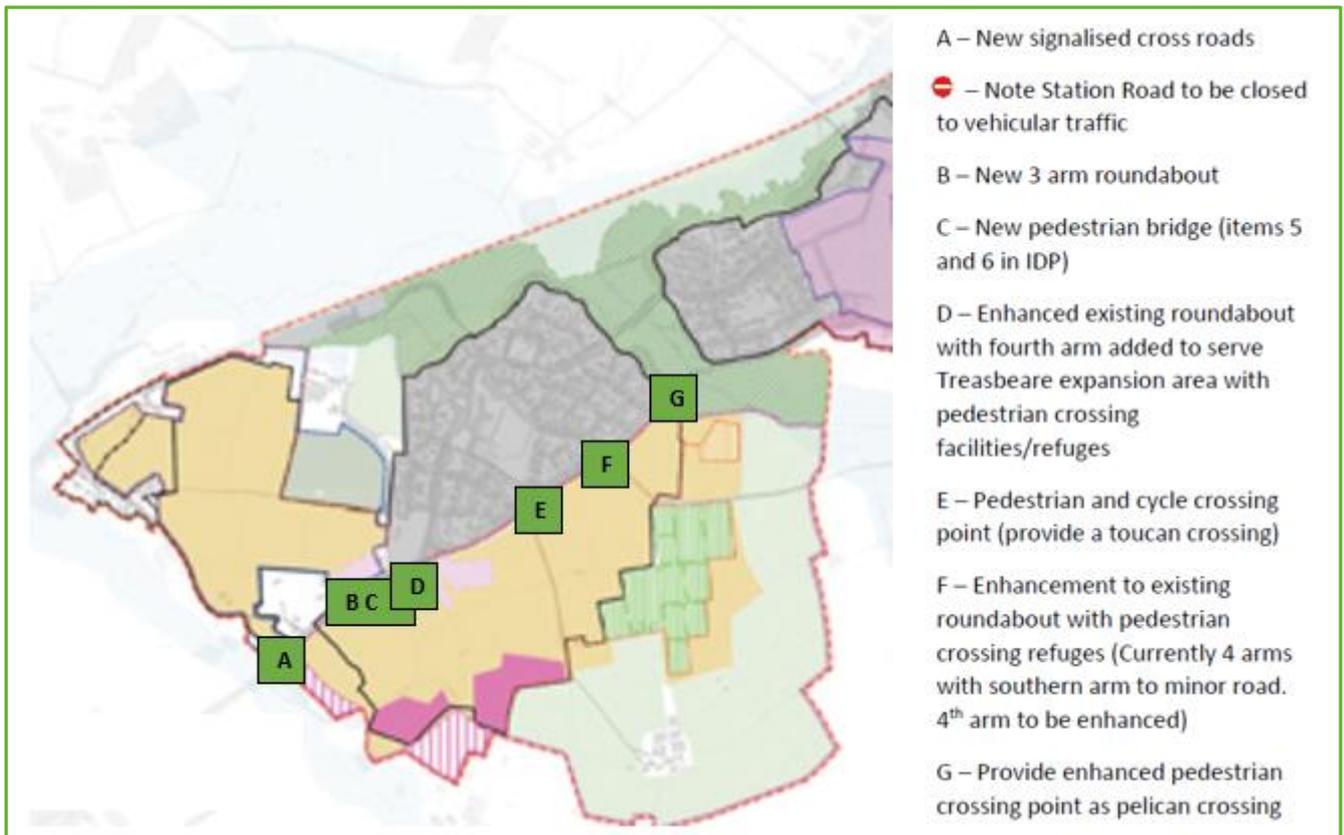
~~Residential development proposals on non-allocated sites within the Cranbrook Plan Area and those on allocated sites but which seek to deliver excess housing numbers shall make contributions to on and/or off site infrastructure in the town. Typically contributions shall be derived from the categories identified above and in accordance with the following expectations:~~

~~Category 1 costs – On a per-dwelling equivalent basis (Contributions in lieu of onsite delivery are appropriate if it can be demonstrated that the site is too small to appropriately accommodate the relevant infrastructure).~~

~~Category 2 and 3 costs – derived from items identified where these are either not fully funded or will otherwise incur additional pressure as a result of the increased housing.~~

~~Built-up Area Boundary must make a proportionate financial contribution to outstanding unfunded or not fully funded infrastructure.~~

- 2.25 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 the table set out in appendix 1, demonstrates the mechanics of the policy and explores how costs can be equalised. This table aims to provide a helpful and meaningful way of demonstrating how 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.
- 2.26 In an update to the July 2020 version of the IDP indicative junction arrangements along the London Road continue to be valued and considered within the viability appraisal, (based on the scheme below) but are now excluded from the equalisation approach. This is because these are section 278 works which are developer specific and do not benefit the wider expansion development. London Road improvements however have a wider benefit and therefore continue to be equalised through Category 3, with costs from WWA ascribed to relevant expansion areas (and developers) based on the length of site frontage.
- 2.27 Based on anticipated housing delivery, subdivision of costs within expansion areas will be required. Housing delivery is based on published information contained within the July 2020 Land Budget paper and as before worked examples are set out in appendix 1 to help 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 primarily result from either falling within a lower priority level or not (in full) being fair and reasonably related to the scale of the expansion development proposed as well as reflecting the viability challenges that the Plan faced. As such additional third party/external funding will need to be secured to bridge the funding gaps. This is not an unreasonable or unusual position and helps to identify where additional funding is required. While it clearly does increase the risk of the item not being delivered, 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. 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.

Category 3	Costs Schedule Ref.			Bluehayes		Treasbeare		Cobdens		Grange		land take (ha)	Notes	Total		
				general cost	notes	cost	notes	cost	notes	cost						
Allocation specific infrastructure costs													land value per ha	£300,000		
	primary school 1 (420 place)	Education	20	Critical	£8,104,203	£0	£8,104,203									
	primary school 2 (630 Place)	Education	31	Critical	£12,129,204			£12,129,204								
	sports pitches	sports and recreation	22	Important	£849,880		£849,880									
	sports pitches	sports and recreation	33	Important	£74,551			£74,551								
	Tennis courts 4 no. (incl lighting @ £80k)	Sports and recreation	23	Important	£0		£0									
	Community bldg	Community	35	Critical	£1,650,000					£1,650,000						
	Cemetery (servicing and landscaping)	Community	25	Important	£290,000				£290,000							
	Upgrading of London Road	s278		Important	£2,253,000	£353,000				£950,000	£950,000					
	Total allocation specific costs (Row B)				£25,350,838	£353,000	£8,954,083	£13,443,755	£2,600,000					£25,350,838		
	Cost per plot					£367.71	£9,785.88	£8,992.48	£3,250.00					£0		
3	Land costs relating to infrastructure															
		primary school 1 (420 place)	land	20	critical	£600,000	£0	£600,000				2.00				
		primary school 2 (630 Place)	land	32	critical	£1,275,000			£1,275,000			4.25	Incorporating SEND land			
		sports pitches	land	34	Important	£2,988,000		£2,808,000	£180,000			9.96	incorporating pitches, pavilion courts & AGP			
		Community bldg	land	36	critical	£120,000				£120,000		0.40	area identified for each expansion area			
		Parsonage	land	28	Important	£15,000			£15,000			0.05				
		Place of worship	land	30	Important	£105,000			£105,000			0.35				
		Cemetery (land)	land	26	Important	£300,000			£300,000			1.00				
		Energy Centre Land	land		Critical	£600,000		£600,000				2.00				
		Total allocation specific land costs				£6,003,000.00	£0	£4,008,000	£1,875,000	£120,000					£6,003,000	
	proportion per expansion area per dwelling					£0.00	£4,380.33	£1,254.18	£150.00							

Category 4	Costs Schedule Ref.			Bluehayes		Treasbeare		Cobdens		Grange		Notes
				general cost	notes cost	notes cost	notes cost	notes cost	notes cost			
Cash contribution to policy requirements												Total
4	Leisure centre	Sports and recreation	43	Important	£3,993,940							
	Tennis courts 4 no. (incl lighting @ £80k)	Sports and recreation	23	Important	£373,000							
	Treabeare Pavilion	Sports and recreation	46	Important	£1,350,000							
	Library fit out	Community	42	Important	£480,000							
	Childrens centre fit out	Community	39	Important	£36,218							
	youth services fit out	Community	38	Important	£36,218							
	Blue light services building	Community	37	Important	£1,400,000							
	Health and well being hub	Community	41	Critical	£7,000,000							
	Off site walking and cycling infrastructure	Transport	47	Important	£2,530,000							
	Sustainable transport	Transport	49	Critical	£6,378,000							
	Shared cars and e bike	Transport	48	Important	£300,000							
	Extra care	Community	40	Critical	£3,500,000							
secondary school	Education	44	Critical	£2,583,429								
SEND contribution	Education	45	Critical	£1,017,573								
Total					£30,978,378							
(1) Division of non allocated infrastructure by area						£7,131,713	£6,797,414	£11,106,157	£5,943,094			£0
Land and Infrastructure Costs Total					£31,353,838							
Cash Contributions to be apportioned					£30,978,378							
					£62,332,216							
					or	£14,947.77						
Category 3 per plot total						£368	£14,166	£10,247	£3,400			
Balancing contributions to Category 4 (per plot)						£14,580	£782	£4,701	£11,548			
Balancing contribution to Category 4 for expansion area)						£13,996,863	£715,130	£7,028,167	£9,238,219			
Additional cash contributions for category 2						£1,164	£1,164	£1,164	£1,164			
Effective cash contribution per plot						£16,112	£16,112	£16,112	£16,112			
						£14,012,975	£731,241	£7,044,278	£9,254,331			

Costs by cate	total	by dwelling
Environment	£4,569,000	£1,096
Sports and re	£6,641,371	£1,593
Community	£14,392,436	£3,451
Transport	£9,493,000	£2,276
Education	£23,834,409	£5,716
S278	£2,253,000	£540
land	£6,003,000	£1,440
	£67,186,216	£16,112

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 - standard infrastructure required from all development –expected to be provided on site
2. Category 2 – costs applied proportionally to each expansion area for each component identified
3. Category 3 and 4 – costs applied evenly to each development but disproportionately split between the categories
4. The following represent worked examples (they are not set out for a specific developer/land owner or are sub parcel specific but are 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 2 requirements – Cash contributions by all

This category addresses policy requirements where all developments will make the same financial contribution to relevant infrastructure.

Eg. 470 (dwellings on site) / 960 (total dwellings * £1,164 (total cost) = **£547,094** (£1,164 per dwelling)

Category 3 requirements – Allocation specific infrastructure costs

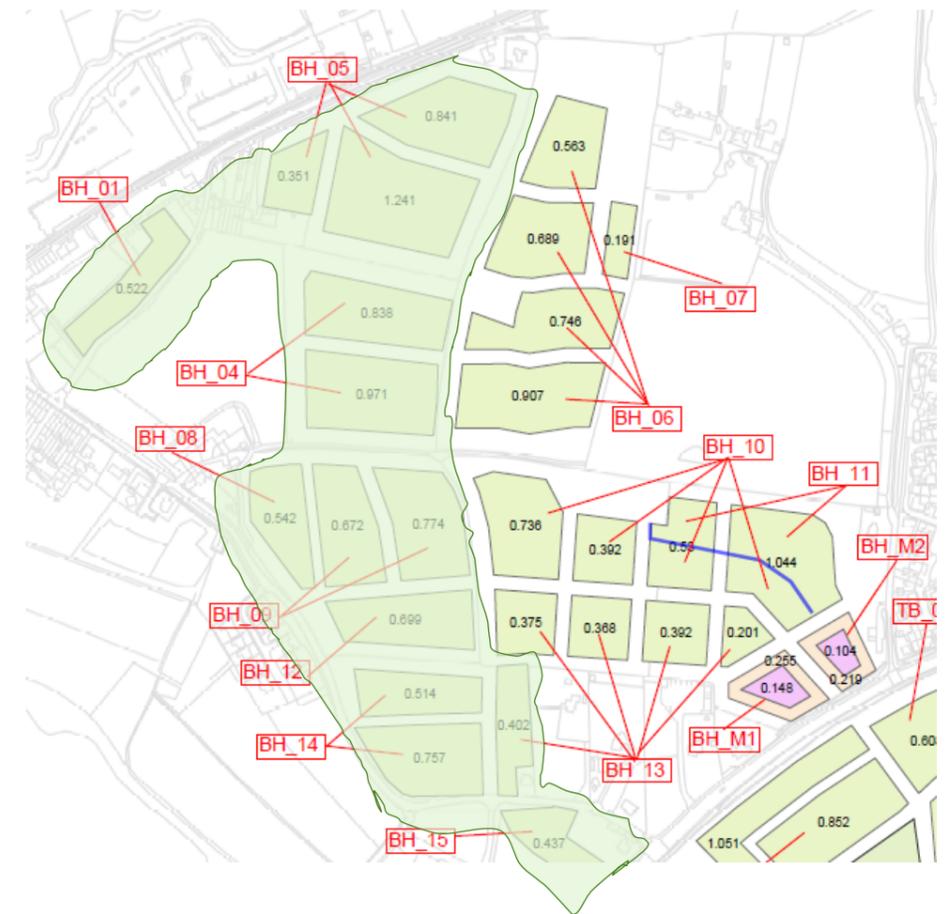
The site the subject of this development is required to enhance a section of London Road at £353,000 (equivalent to **£751 per dwelling**)

Category 4 requirements – Balancing cash contributions to other necessary infrastructure

Equalisation identifies that the expected total contribution per dwelling is £16,112 per dwelling

Currently the development site would contribute £1,915 per dwelling leaving a residual of **£14,197** per dwelling available for Category 4 infrastructure.

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

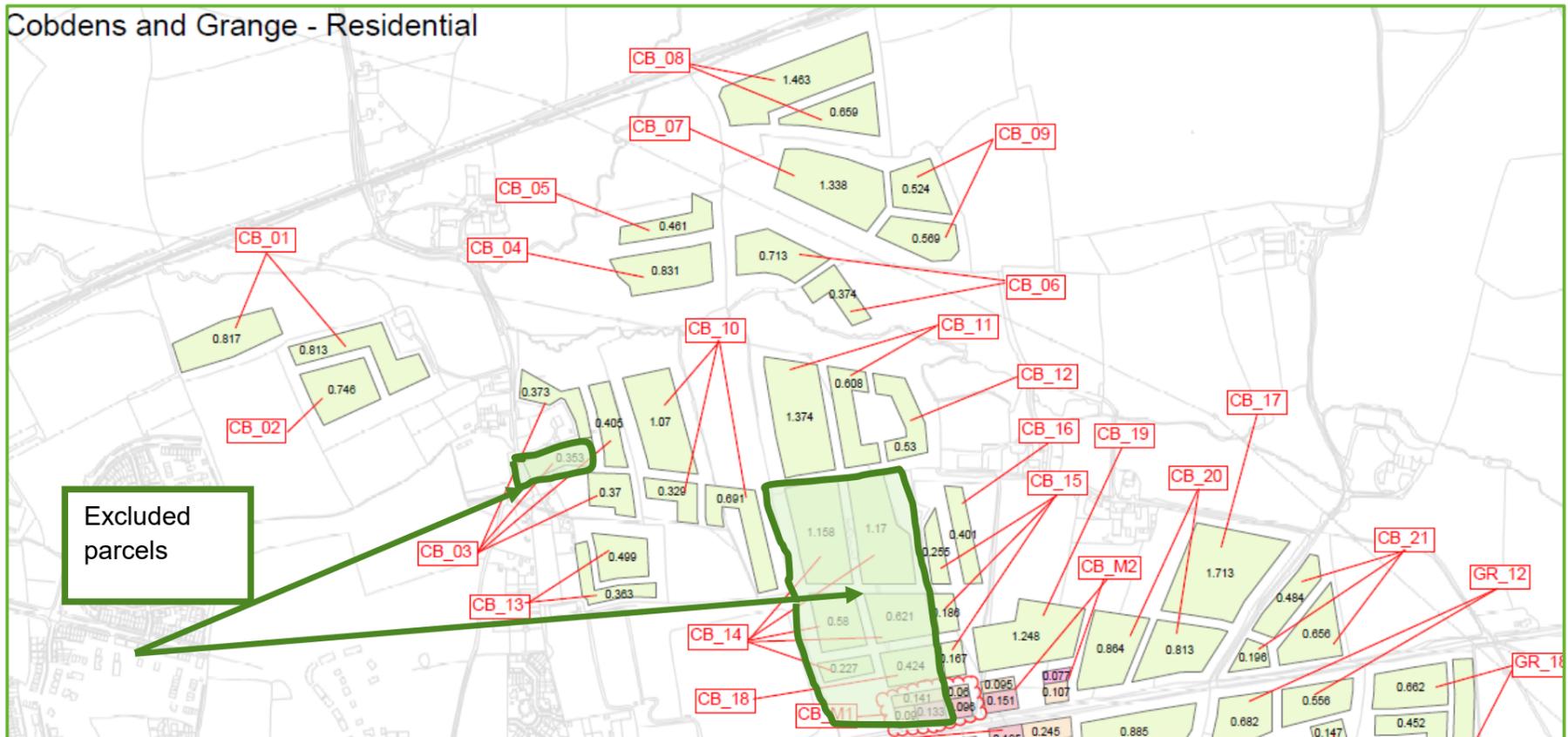


Section 106 IDP requirements -BLUEHAYES									
Application Number:	Bluehayes	Date of Preparation	Jun-21						
Site Address:	Worked example 1	IDP Version	Jun-21						
Application Description	Construction of 470 dwellings on land as shown								
Parameters									
Column Reference	A	B	C	D					
Title	Total Housing allocation within expansion area	Total Number of houses sought in Application	Number of houses expected in application (when compared to distribution in allocation) *1	Residual housing in application (+/-)					
	960	470	470	0					
Category 2 Costs									
Column Reference	E	F	G	H	I	J			
Title	Proportion of allocation being delivered	Cat 2 Area Total (£)	Expected contribution	Additional contributions for Cat 2 reqd. to meet actual housing	Per Dwelling cost	Total additional Cat. 2 Costs			
Calculation (with References)	C/A		E*F	D	F/A	I*H			
	0.49	£1,117,468	£547,094	£0	£1,164	£0			
							£547,094		
Category 3 Costs									
Column Reference	K	L	M	N	O				
Title	Specific Development Costs (directly linked to parcel development)	Total Area Cat 3 cost	Proportion of Area Cat 3 Costs	Residual over/underpayment of Category 3 costs	Notes				
Calculation	n/a	n/a	E*L	K-M					
Upgrading of London Road	£353,000								
Total	£353,000	£353,000	£172,823	£180,177				£353,000	
Column Reference	P	Q	R	S	T				
Title	total cost of land for delivered infrastructure	Total Cost of land for allocation area	Proportionate cost of land	Residual over/under provision of Category 3 land	Notes				
Calculation	n/a	n/a	E*Q	P-R					
	0	£0	£0.00	£0.00					£0
Category 4 Costs									
Column Reference	U	V	W	X	Y				
Title	Total Cat 2, 3, 4 costs of infrastructure	Expected per dwelling contribution	Total Expected contributions	Residual available funds for Cat 4	Per plot cash contributions for cat 4				
Calculation	G + K + P	n/a	V * C	W - U	X/C				
Total	£900,093.53	£16,112	£7,572,547	£6,672,453.63	£14,197			£6,672,454	
Equalisation check:	Sum total contribution Cat 2,3,4 costs (excl. additional dwellings costs)	£7,572,547	As a per dwelling cost (Divide by Reference (C))	£16,112				£7,219,547	(total cash contribution from policy compliant housing)
								£15,361	(per dwelling)

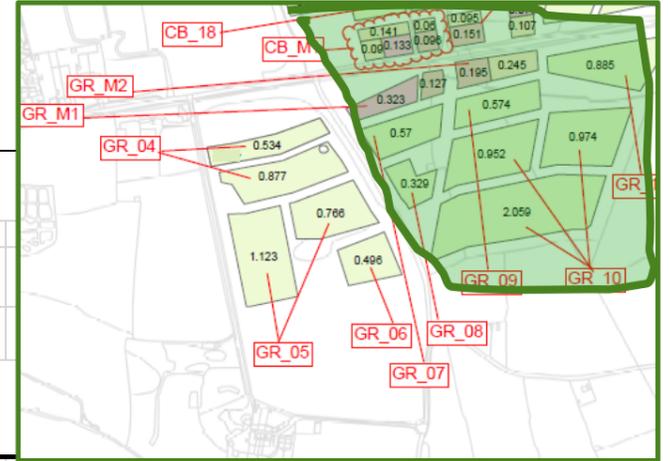
Example 1 was a straightforward proposal where housing numbers matched the proposed housing delivery expected through the Land budget that has been prepared. However the final quantum of housing brought forward by developers is unlikely to match exactly the ascribed housing. To help evidence that the approach has sufficient flexibility to adapt to such an arrangement the following examples have also been prepared. These will be shown in table form only.

Example 2 – An over-delivery of housing at Cobdens

1400 dwellings delivered on all Cobdens parcels except CB03 (parcel 0.353 – equivalent to 24% of grouped parcel total); CB14; CB18; and CB M1 (parcels 0.09, 0.141, and 0.133 – equivalent to 70% of the grouped parcel total)



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



Section 106 IDP requirements -Grange

Application Number:	Grange	Date of Preparation	Jun-21
Site Address:	Worked example 4	IDP Version	Jun-21
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 2 Costs

Column Reference	E	F	G	H	I	J
Title	Proportion of allocation being delivered	Cat 2 Area Total (£)	Expected contribution	Additional contributions for Cat 2 reqd. to meet actual housing	Per Dwelling cost	Total additional Cat. 2 Costs
Calculation (with References)	C/A		E*F	D	F/A	I*H
	0.22	£931,223	£207,197	£22	£1,164	£25,609

Category 3 Costs

Column Reference	K	L	M	N	O
Title	Specific Development Costs (directly linked to parcel development)	Total Area Cat 3 cost	Proportion of Area Cat 3 Costs	Residual over/underpayment of Category 3 costs	Notes
Calculation	n/a	n/a	E*L	K-M	
London Road Improvements (proportion by site frontage)	£140,435				
Total	£140,435	£2,600,000	£578,500	-£438,065	

Column Reference	P	Q	R	S	T
Title	total cost of land for delivered infrastructure	Total Cost of land for allocation area	Proportionate cost of land	Residual over/under provision of Category 3 land	Notes
Calculation	n/a	n/a	E*Q	P-R	
	£0	£120,000	£26,700	-£26,700	

Category 4 Costs

Column Reference	U	V	W	X	Y
Title	Total Cat 2, 3, 4 costs of infrastructure	Expected per dwelling contribution	Total Expected contributions	Residual available funds for Cat 4	Per plot cash contributions for cat 4
Calculation	G + K + P	n/a	V * C	W - U	X/C
Total	£347,631.90	£16,112	£2,867,901	£2,520,268.93	£14,159

Equalisation check:	Sum total contribution Cat 2,3,4 costs (excl. additional dwellings costs)	£2,867,901	As a per dwelling cost (Divide by Reference (C))	£16,112
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Total Cash contributions	Equivalent contributions
£207,197	
	£140,434.78
	£0
£2,520,269	
£2,727,466	
£15,322.84	

Notes

*1 Housing parcels identified in areas GR4; GR5; & GR6. 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).

(total cash contribution from policy compliant housing)

(per dwelling)

Section 1

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					
Additional Category 2 costs (identified above) (J)					
Additional Category 3 and Category 4 (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 3					
Primary School	20 & 31	Critical	£20,233,407	£13652 per pupil (based on 0.25 ppd)	£75,086
Sports Pitches	22 & 33	Important	£3,912,431	£938	£20,641
Community Building	35	Important	£1,650,000	£0	£0
Cemetery	25	Important	£290,000	£0	£0
Upgrading of London Road	10	Important	£2,253,000	£0	£0
TOTAL					£95,727
Category 4					
Treasbeare Pavilion	46	Important	£1,350,000	£0	£0
Library fit out	42	Important	£480,000	£0	£0
Childrens centre fit out	39	Important	£36,218	£0	£0
youth services fit out	38	Important	£36,218	£0	£0
Extra care	40	Critical	£3,500,000	£0	£0
Tennis Court	23	Important	£373,000.00	£89.45	£1,968
Leisure centre	43	Important	£3,993,940	£958	£21,071
Blue light services building	37	Important	£1,400,000	£336	£7,386
Health and well being hub	41	Critical	£7,000,000	£1,679	£36,930
Off site walking and cycling infrastructure	47	Important	£2,530,000	£607	£13,348
Sustainable transport	49	Critical	£6,378,000	£1,529	£33,649
Shared cars and e bike	48	Important	£300,000	£72	£1,583
secondary school	44	Critical	£21,921 per pupil (based on 0.15 ppd)	£3,288	£72,336
SEND	45	Important	£1,017,573	£294	£6,468
Total					£194,739
					£194,739
					£316,075
					£14,367.03
					£140,434.78

Section 2

Total extra cash contributions
Per plot contribution

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) CB - Cranbrook

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

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

Item No.	Previous No.	Item/ project	Type	Location	Updated Priority (2021)	Policy/ ref.	Requirement source	Notes	Updated cost at 1Q 2020	CEA potential funding based on 4170 dwellings	Non equalised costs	Anticipate d residual funding gap	Other known source s of potenti al funding	Funding Secured (S) Potential (P)	Time - scal e	Delivery Organisat ion
Category 1. - Infrastructure to be provided by all development																
5	51	Formal Open space (Parks and recreation grounds)	Open Space	CEA	Important	CB1 & CB6	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf See also additional notes which accompany this assessment	Recognising Amenity open space at £15/m, use enhanced figure of £22/m index linked	£2,466,000	£2,466,000	£0	£0	n/a	Expansion development (P)	2021 - 2033	Developer
6	41	0.97ha (1x destination play space incorporating LEAP and NEAP, 7x LEAP, 4x NEAP) within the expansion areas	Open Space	CEA	Important	CB1; CB6 & CB16	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf See also additional notes which accompany this assessment	Additional requirement is from expansion areas has identified a need of 0.98ha. Costings have been adjusted to take account of the slight increase in quantum (derived as above)	£2,323,000	£2,323,000	£0	£0	n/a	S106 (Schedule 8) - 0.48ha (£815,762) s.106 (P); Expansion development (P)	2021 - 2033	Developer
7	40	Allotments 0.8ha within the extant permitted area (in 2x clusters); 2.43ha within the expansion areas (in 6x clusters);	Open Space	CEA	Important	CB1; CB6; CB16 & CB26	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf See also additional notes which accompany this assessment	Additional requirement is from expansion areas has identified a need of 2.45ha. Costings have been adjusted to take account of the slight increase in quantum Figures provided are for capital cost of	£720,000	£720,000	£0	£0	n/a	Expansion development (P)	2021 - 2033	Developer

								provision (excl land purchase) Source: WWA									
8	50	Amenity open space	Open Space	CEA	Important	CB1 & CB6	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf See also additional notes which accompany this assessment	Costs updated with index linking	£590,000	£590,000	£0	£0	n/a	Expansion development (P)	2021 - 2033	Developer	
1	65	Biodiversity net gain	Environment	CEA	Important	CB27	National guidance/emerging legislation https://www.gov.uk/government/publications/draft-environment-principles-and-governance-bill-2018/environment-bill-summer-policy-statement-july-2019	Recognising the scale of development; the likely ability to design out most habitat loss and the ability to create compensatory habitat on site including within on site SANGS (Using metric the proposed development lies within Scenario A) £170 per dwelling. (2017 figures)	£743,000	£743,000	£0	£0	n/a	Expansion development (P)	2021 - 2033	Developer	
2	58	SANGS delivery and enhancement (set up costs)	Environment (Landscaping)	CEA	Critical (phased)	CB15	Cran 019 https://eastdevon.gov.uk/media/2760800/south-east-devon-european-site-mitigation-strategy.pdf Cran 064 (landscaping cost) https://eastdevon.gov.uk/media/2760830/east-devon-cil-review-and-cranbrook-viability-annexes.pdf	related to scale of SANGS	£4,130,000	£4,130,000	£0	£0	n/a	Expansion development (P)	2021 - 2033	Developer	
10	64	Carbon reduction over building regs	Plot/Build costs	CEA	Important	CB13	https://www.gesp.org.uk/evidence/Low Carbon Study	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	£6,352,000	£0	£0	n/a	Expansion development (P)	2021 - 2033	Developer	
11	1	CHP	Plot/Build costs	CEA	Important	CB13	Local Plan Policy Strategy 40 and through this plan Policy CB13 set Policy requirements	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	£20,850,000	£20,850,000	£0	£0	n/a	Development	2017 - 2033	Energy provider	

								with the current operator Eon								
12	62	Plug-in and ultra low emission vehicle charging	Plot/Build costs	CEA	Important	CB20	Policy requirement in respect of residential dwellings limited to ducting requirement only -	This had been previously included within viability work but not separately listed. This is now corrected.	£400,000	£400,000	£0	£0	n/a	Expansion development (P)	2021 - 2033	Developer
Category 2 Infrastructure - Contributions necessary from all development																
3	59	SANGS maintenance in perpetuity	Environment	CEA	Critical (phased)	CB15	Cran 019 https://eastdevon.gov.uk/media/2760800/south-east-devon-european-site-mitigation-strategy.pdf	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. Alternative approach is full commuted sum from developers at £1k/ha/yr (Total £6.24M)	£2,500,000	£2,500,000	£0	£0	n/a	Expansion development (P)	2021 - 2033	TBC
4	60	Off site habitat mitigation	Environment	CEA	Critical (phased)	CB15	Cran 019 https://eastdevon.gov.uk/media/2760800/south-east-devon-european-site-mitigation-strategy.pdf Also see - https://eastdevon.gov.uk/media/2167373/270717-sedhrec-agenda-public.pdf which evidences costings (table 4)	£499.20/ dwelling in April 2019 referenced from HREC Executive board minutes index link applied from 2Q2019	£2,069,000	£2,069,000	£0	£0	n/a	Expansion development (P)	2021 - 2033	EDDC/TDC

13	21	Travel planning	Transport	CEA	Important	CB19	Cran028 https://eastdevon.gov.uk/media/2760809/dc-c-cranbrook-s106-transport-request-june-2018.pdf	Source: DCC June 2018 s.106 request for the Expansion Area apps - £19k/yr for 15 years (no index linking applied)	£285,000	£285,000	£0	£0	n/a	Expansion development (P)	2021 - 2033	Devon County Council
Category 3. Infrastructure which is site specific and must be delivered in full by developers of the relevant expansion area (non equalised costs shaded where relevant)																
Bluehayes expansion area																
17	23	West Primary school of 420 places plus early years**	Education	CEA	Critical	CB1; CB2; CB6	See PSD13 or the link: https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf	Revised calculation which recognises build costs and index linking increase by £953,024 (from £7,200,000) Agreed costs comprise £8,098,494 & £12,147,741 as of Q2 2019 but both require an addition £50,000 community room Index linking applied	£8,104,203	£8,104,203	£0	£0	no	Expansion development Bluehayes or Treasbeare (P)	2022 - 2027	Developer or DCC
18	-	Land for the 2fE Primary school	Education	CEA	Critical	CB1; CB3; CB4; CB7	See PSD13 or the link: https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf	Land value at benchmark Land Value of £300,000 per hectare - 2.0 ha required	£600,000	£600,000	£0	£0	no	Expansion development Bluehayes or Treasbeare (P)	2023 - 2027	Developer
16	7	Upgrading of London Road (west)	s278	CEA	Critical	CB25	Cran064 https://eastdevon.gov.uk/media/2760830/east-devon-cil-review-and-cranbrook-viability-annexes.pdf	cost listed includes adoption and professional fees	£353,000	£353,000	£0	£0	n/a	Bluehayes Development (P)	2021 - 2033	Developer, DCC
Treasbeare expansion area																
19	63	Engine Testing Bay at Exeter Airport	Abnormal	CEA	Critical	CB1; CB3 & CB17	Discussion with Exeter Airport and costing of design submitted for EIA screening purposes. Reflects similar development at Norwich airport	Airport costed works in 3Q2018 @ £1.5M - index linking applied	£1,518,293	£1,518,293	£1,518,293	£0	no	Expansion development (P)	2022 - 2027	Exeter Airport

20	23	West Primary school of 420 places plus early years**	Education	CEA	Critical	CB1; CB3; CB4; CB6	See PSD13 or the link: https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf	Revised calculation which recognises build costs and index linking increase by £953,024 (from £7,200,000) Agreed costs comprise £8,098,494 & £12,147,741 as of Q2 2019 but both require an addition £50,000 community room Index linking applied	£8,104,203	£8,104,203	£0	£0	no	Expansion development Bluehayes or Treasbeare (P)	2022 - 2027	Developer or DCC
21	-	Land for the 2fE Primary school	Education	CEA	Critical	CB1; CB3; CB4; CB6	See PSD13 or the link: https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf	Land value at benchmark Land Value of £300,000 per hectare - 2.0 ha required	£600,000	£600,000	£0	£0	no	Expansion development Bluehayes or Treasbeare (P)	2023 - 2027	Developer
22	43	Natural Grass Sports Pitches organised into two sports hubs	Sport and Recreation	CEA	Important	CB1; CB3; CB6	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf See also additional notes which accompany this assessment	Additional requirement is from expansion areas, so expansion area costs will need to meet entire funding gap, so requirement is for £1,370,000 (split between items 43 and 44). Residual 2.41ha of sports land from Cranbrook Phase 1 to be delivered in expansion area hub Hub reduced by 1 Snr Football (0.75ha) due to viability June 21' Updated costs derived from SE guidance 2Q2019 index linking applied (Costs exclude remodelling and SUDS)	£849,880	£849,880	£0	£0	no	S106 (Schedule 9) - 7.3ha of sports pitch land (£1,533,000) (S); Expansion development (P)	2021 - 2033	Developer
24		Land for the Treasbeare sports hub	Sport and Recreation	CEA	Important	CB1; CB3; CB6	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf	Land value at benchmark Land Value of £300,000 per hectare 9.36ha required	£2,808,000	£2,808,000	£0	£0	no	Expansion development (P)	2021 - 2033	Developer

Cobdens expansion area																
25	61	Cemetery (servicing and landscaping)	Community		Important	CB1; CB4; CB6	Cran 010 https://eastdevon.gov.uk/media/2760788/burial-space-evidence-report.pdf	Costs for site preparation and establishment derived from Ward Williams (Cran064) this cost only reflects establishment costs and not land cost	£290,000	£290,000	£0	£0	no	Expansion development (P)	2021 - 2033	Developer
26	-	Land for cemetery	Community	CEA	Important	CB1; CB4; CB6	Cran 010 https://eastdevon.gov.uk/media/2760788/burial-space-evidence-report.pdf	Land value at benchmark Land Value of £300,000 per hectare 1.0ha required	£300,000	£300,000	£0	£0	no	Expansion development (P)	2021 - 2033	Developer
27	38	Parsonage	Community	CEA	Important	CB1; CB4; CB6	Consultation response from Churches Together and the Exeter Diocese Cran 007: https://eastdevon.gov.uk/media/2260182/cranbrook-in-common-cultural-development-strategy.pdf	Land required for Place of worship and parsonage to be found within expansion areas. Costs for parsonage not funded. Monies would need to be found from external sources for parsonage	£350,000	£0	£0	£350,000	no	None	2021 - 2033	Churches Together
28		Land for Parsonage	Community	CEA	Important	CB1; CB4; CB6	Consultation response from Churches Together and the Exeter Diocese Cran 007: https://eastdevon.gov.uk/media/2260182/cranbrook-in-common-cultural-development-strategy.pdf	serviced land only 0.05ha	£15,000	£15,000	£0	£0	no	None	2021 - 2033	Developer
29	37	Place of Worship	Community	CEA	Important	CB1; CB4; CB6	as above	serviced land only	£1,400,000	£0	£0	£1,400,000	no	Expansion development (P)	2022 - 2033	Developer
30	-	Land for Place of worship	Community	CEA	Important	CB1; CB4; CB6	as above	Land value at benchmark Land Value of £300,000 per hectare 0.35ha required	£105,000	£105,000	£0	£0	no	Expansion development (P)	2021 - 2033	Churches Together
31	24	East primary school of 630 places plus early years	Education	CEA	Critical	CB1; CB4; CB6	See PSD13 or the link: https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf	Revised calculation which recognises build costs and index linking increase by £1,432,271 (from £10,770,000) index linking applied	£12,129,204	£12,129,204	£0	£0	no	Expansion development Cobdens (P)	2028 - 2033	Developer or DCC

32	-	Land for Cobdens education hub	Education	CEA	Critical	CB1; CB4; CB6	See PSD13 or the link: https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf	Land value at benchmark Land Value of £300,000 per hectare 4.25ha required	£1,275,000	£1,275,000	£0	£0	no	Expansion development Cobdens (P)	2022 - 2033	Developer
33	44	Natural grass pitch expansion of Ingrams (1xJSP)	Sport and Recreation	CEA	Important	CB1; CB4; CB6	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf See also additional notes which accompany this assessment	As above.	£74,551	£74,551	£0	£0	no	Expansion development	2022 - 2026	Developer
34	-	Land for junior sports pitch	Sport and Recreation	CEA	Important	CB1; CB4; CB6	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf See also additional notes which accompany this assessment	Land value at benchmark Land Value of £300,000 per hectare 0.6ha required	£180,000	£180,000	£0	£0	no	Expansion development	2023 - 2026	Developer
14	15	Upgrading of London Road (east)	s278	CEA	Critical	CB25	Cran064 https://eastdevon.gov.uk/media/2760830/east-devon-cil-review-and-cranbrook-viability-annexes.pdf in PSD21a and 21b (see links below)	Ward Williams Cost estimate Section 278 works - item 10 Upgrading costs split 50/50 between Grange and Cobdens recognising extent of developed frontage (incl adoption and professional fees)	£950,000	£950,000	£0	£0	n/a	Grange development (P)	2021 - 2033	Developer, DCC

Grange expansion area																
35	57	Community Centre (s)	Community	CEA	Critical	CB1; CB5; CB6	<p>Cran007 https://eastdevon.gov.uk/planning/planning-policy/cranbrook-plan/cranbrook-plan-consultation-responses-and-submission/#article-content</p> <p>Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf</p>	<p>Size/design derived from: https://www.sportengland.org/media/4336/village-and-community-halls.pdf</p> <p>Funding recognises delivery of centre in Grange (fully funded). £1.65M based on a 750sqm building at costs of £2200/m2 - Residual gap result from unfunded buildings in 3x expansion areas</p>	£1,650,000	£1,650,000	£0	£0	no	Expansion development (P)	2021 - 2033	Developer
36		Land for community centre	Community	CEA	Critical	CB1; CB5; CB6	<p>Cran007 https://eastdevon.gov.uk/planning/planning-policy/cranbrook-plan/cranbrook-plan-consultation-responses-and-submission/#article-content</p> <p>Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf</p>	<p>Land value at benchmark Land Value of £300,000 per hectare 0.4 ha required</p>	£120,000	£120,000	£0	£0	no	Expansion development (P)	2021 - 2033	Developer
15	15a	Upgrading of London Road (east)	s278	CEA	Critical	CB25	<p>Cranbrook Viability Report 2020 (eastdevon.gov.uk)</p>	<p>Upgrading costs split between Grange and Cobdens (incl adoption and professional fees)</p>	£950,000	£950,000	£0	£0	n/a	Cobdens development (P)	2021 - 2033	Developer, DCC
Category 4 Infrastructure																
Town Centre Based Projects																
37	30	Fire Station (formerly "Blue Light" Emergency services facility)	Community	Cranbrook	Important	CB6; CB22	<p>Devon and Somerset Fire and Rescue Service costs breakdown and sketch layout plans - appended to this document</p>	<p>Approved s.106 secures land, but expansion areas will need to help meet build cost: Latest cost estimate from DSFRS is £1.5m but reduced</p>	£1,500,000	£1,400,000	£0	£100,000	Emergency services and Central government	Land (S); Build cost – Expansion development (P)	2021 - 2033	Devon and Somerset Fire and Rescue

							proportion of funding also available due to viability									
39	22	Children's Centre (fit out)	Community	CB	Important	CB6; CB22	Reg 19 submission - Rep 136 https://eastdevon.gov.uk/planning-libraries/cranbrook-plan-submissiondraft-comments2019/136-devoncountycouncil.pdf	DCC has requested a contribution of £30,000 for the fit-out costs for the children's centre from the expansion area development. This is required to ensure the children's centre is ready for use. The figure comes from an itemised costed list of the required items such as furniture, play equipment and IT/office/meeting equipment. Index linking applied	£36,218	£36,218	£0	£0	Devon County Council	£432,000/direct provision (S - S106); £30,000 (P) Expansion development	2021 - 2033	Devon County Council
38	32	Youth services facility (fit out)	Community	Cranbrook	Important	CB6; CB22	Expands on the Cranbrook phase Section 106 agreement which secures land and shell. Allows building to be brought into use and would form an important town centre asset	Cost of fit-out is required index linking applied	£36,218	£36,218	£0	£0	Devon County Council	Expansion development (P)	2024	Devon County Council
40	29	Extra Care Housing x 55 flats	Community	CB	Critical	CB6; CB22	Reg 19 submission - Rep 136 https://eastdevon.gov.uk/planning-libraries/cranbrook-plan-submissiondraft-comments2019/136-devoncountycouncil.pdf	Serviced land prior to first occupation of 2500 dwellings in s.106 (S). s.106 (P) No indexation applied	£10,340,000	£3,500,000	£0	£6,840,000	external grant funding and private investment	Land (S); Subsidy from Expansion development (P)	2021 - 2033	Private sector in conjunction with Devon County Council
41	28	Health and Well-being Hub building	Community	CB	Critical	CB6; CB22	Land secured from Cranbrook Phase 1 - Facility required for whole of Cranbrook but build costs only reasonably related to the proportion of Cranbrook that forms Cranbrook Phase 2 (ie 4170/7750)	3,200sqm health hub with likely build costs of £3,000m2 plus fees contingency - Figures obtained from NHS and KYMA consulting.	£16,300,000	£7,000,000	£0	£9,300,000	OPE; Central government	Land (S); Construction and fit out - Expansion development (P)	2021 - 2033	Health Authority

43	39	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,	Sport and Recreation	CB	Important	CB6; CB22	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf	Updated cost to reflect latest Sport England facilities 2018 Q2 cost https://www.sportengland.org/media/13346/facility-costs-q2-18.pdf results in expansion area cost of £3,927,640 - subsequently updated to take account of inflation/latest costs Sports England facilities guide: 2Q2019 £10,045,000 index linking applied	£9,984,850	£3,993,940	£0	£5,990,910	external grant funding and private investment	Land (S); Expansion development (P)	2021 - 2033	Developer
42	35	Library facilities (fit-out)	Community	CB	Important	CB6; CB22	Reg 19 submission - Rep 136 https://eastdevon.gov.uk/planning-libraries/cranbrook-plan-submissiondraft-comments2019/136-devoncountycouncil.pdf	Fit out costs required No indexation applied	£480,000	£480,000	£0	£0	Devon County Council	Expansion development (P)	2024	Devon County Council
Other Policy based requirements																
47	19	Off site walking and cycling infrastructure	Transport	CB	Important	CB1; CB6; CB19	Cran028 https://eastdevon.gov.uk/media/2760809/dcc-cranbrook-s106-transport-request-june-2018.pdf Also See DCC additional notes which accompany this assessment	Source: DCC June 2018 s.106 request. Total request reduced by £460,000 based on the importance of respective routes. DCC request to use total transport sums flexibly across all sustainable travel with index linking applied to original 2013 request (index no 239) this results in a residual funding gap	£3,056,000	£2,530,000	£0	£526,000	Devon County Council	Expansion development (P)	2021 - 2033	EDDC and Devon County Council
46	46	Changing/clubhouse facilities and car parking for sports pitches	Sport and Recreation	CB	Important	CB1; CB3; CB6	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf	Costs originally from http://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf . SLRC Report based on BCIS Q1 2015 costs (Sports pavilions, club houses and changing rooms). Now updated Updated cost derived from SE guidance	£1,350,000	£1,350,000	£0	£0	Sports England	S106 (Schedule 9) - Sports pavilion with changing rooms and car parking (S); Expansion development further required (P)	2021 - 2033	Developer

							2Q2019 - Index linking applied										
23	48	Tennis Courts	Sport and Recreation	CEA	Important	CB1; CB3; CB6	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf	Rec. from http://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf ; Costs checked with Sport England facilities guide £375,000; costs updated	£373,000	£373,000	£0	£0	no	Expansion development (P)	2021 - 2033	Developer	
44	25	Enhanced Secondary education provision – expansion to around 1125 places	Education	CB	Critical	CB1; CB6	See PSD13 or the link: https://eastdevon.gov.uk/media/3719831/ps-d13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf	Evidenced from revised DCC calculation dated January 2020 Revised cost calculated noting the previously secured £1.5m (index linked) plus a per pupil contribution based on additional 25.5 place generated at £21921 per pupil (index linked). Per pupil component to increase if housing numbers secured increase above the site allocations total of 7670 index linking applied	£2,583,429	£2,583,429	£0	£0	DfE	£1,534,985 s.106 (S); Expansion development (P);	2021 - 2033	Devon County Council / Academy	
45	26	Special Educational Needs (SEN) provision	Education	CB	Critical	CB1; CB6	See PSD13 or the link: https://eastdevon.gov.uk/media/3719831/ps-d13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf	Revised calculation to include index linking, but offset by overprovision of land £203,704 -£180,000 (net increase of £23,703 index linking of £1,203,704 and then reduction for 0.6 ha land cost (over provision of land take) prev at £180,001	£5,400,000	£1,017,573	£0	£4,382,427	DfE	Expansion development Cobdens (P) and external funding	2021 - 2033	Devon County Council	
48	20	Car club vehicles and/or e-bike docking stations	Transport	CB	Important	CB1; CB6; CB20	Cran028 https://eastdevon.gov.uk/media/2760809/dc-c-cranbrook-s106-transport-request-june-2018.pdf Also See DCC additional notes which	Source: DCC June 2018 s.106 request for the Expansion Area apps. Original figure retained despite request for index linking no indexation applied	£300,000	£300,000	£0	£0	no	Expansion development (P)	2021 - 2033	Infrastructure provider	

							accompany this assessment										
49	18	"Public transport" range of measures for enhanced bus services and rail feasibility study	Transport	CB	Critical	CB1; CB6; CB19	Examination document PSD 26: https://eastdevon.gov.uk/media/3720815/psd26-dcc-revised-public-transport-request.pdf	Contribution towards request. This addresses part 1 in full (delivery of 15 minute service) and partially funds further expansion to 10 minute service and or the increase in evening and Sunday services and or rail feasibility study	£6,378,000	£6,378,000	£0	£0	no	Expansion development (P)	2021 - 2033	EDDC and Devon County Council	
Other general infrastructure expected (not equalised)																	
Anticipated Section 278 works																	
50	4	New signalised Cross Roads and closure of Station Rd (junction A) (Descriptor updated)	s278	CB	Critical	TC2 (East Devon Local Plan)	Cran 065 https://eastdevon.gov.uk/media/3264903/cran065-190801_transport-and-movement-addendum.pdf	PSD 21b https://eastdevon.gov.uk/media/3720809/psd21b-cranbrook-updated-viability-appendices.pdf cross refers to: psd 24 https://eastdevon.gov.uk/media/3720813/psd24-infrastructure-delivery-plan-july-2020.pdf	£897,000	£897,000	£897,000	£0	no	Treasbeare Development (P)	2021 - 2033	Developer	
51	4a	New 3 arm roundabout (junction B) (Additional junction)	s278	CB	Critical	TC2 (East Devon Local Plan)	as above	as above	£1,832,000	£1,832,000	£1,832,000	£0	no	Bluehayes Development (P)	2021 - 2033	Developer	
52	-	Enhanced pedestrian crossing between Bluehayes and Treasbeare	s278	CB	Critical	TC2 (East Devon Local Plan)	Alternative provision to bridge set out in Cran 065	Costed on the basis of crossing provision referenced elsewhere in this schedule	£500,000	£500,000	£500,000	£0	no	Bluehayes/Treasbeare Development (P)	2021 - 2033	Developer	

53	8	Additional Arm to existing Roundabout plus crossing facilities (junction D)	s278	CB	Critical	TC2 (East Devon Local Plan)	Cran 065 https://eastdevon.gov.uk/media/3264903/cran065-190801_transport-and-movement-addendum.pdf	as above	£183,000	£183,000	£183,000	£0	no	Treasbeare Development (P)	2021 - 2033	Developer
54	8a	Toucan Crossing (item E)	s278	CB	Critical	TC2 (East Devon Local Plan)	as above	as above	£149,000	£149,000	£149,000	£0	no	Treasbeare Development (P)	2021 - 2033	Developer
55	9a	Enhancement to 4th arm of Roundabout with pedestrian crossing facilities (junction F)	s278	CB	Critical	TC2 (East Devon Local Plan)	as above	as above	£184,000	£184,000	£184,000	£0	no	Treasbeare Development (P)	2021 - 2033	Developer
56	9b	Pelican Crossing (item G)	s278	CB	Critical	TC2 (East Devon Local Plan)	as above	as above	£129,000	£129,000	£129,000	£0	no	Treasbeare Development (P)	2021 - 2033	Developer
57	10a	Gribble Lane closure and toucan crossing	s278	CB	Critical	TC2 (East Devon Local Plan)	as above	as above	£177,000	£177,000	£177,000	£0	no	Grange development (P)	2022 - 2033	Developer
58	12a	Unsignalised T junction (Junction I)	s278	CB	Critical	TC2 (East Devon Local Plan)	as above	as above	£176,000	£176,000	£176,000	£0	no	Cobdens development (P)	2022 - 2033	Developer
59	13a	Staggered cross roads with parallel pedestrian crossing (junction J)	s278	CB	Critical	TC2 (East Devon Local Plan)	as above	as above	£625,000	£625,000	£625,000	£0	no	Cobdens development (P)	2022 - 2033	Developer
60	13b	Unsignalised T junction (Junction K)	s278	CB	Critical	TC2 (East Devon Local Plan)	as above	as above	£176,000	£176,000	£176,000	£0	no	Grange development (P)	2022 - 2033	Developer
61	13c	3 arm Round-about to serve Cobdens (junction L)	s278	CB	Critical	TC2 (East Devon Local Plan)	as above	as above	£528,000	£528,000	£528,000	£0	no	Grange development (P)	2023 - 2033	Developer

Other desirable projects																
62	17	Additional passing loop on Waterloo train line	Transport	West End	Desirable	Strategy 3; Strategy 5b Strategy 50	Cran 027 https://eastdevon.gov.uk/media/2760806/dc-c-cranbrook-justification-for-2nd-station.pdf Cran 028 https://eastdevon.gov.uk/media/2760809/dc-c-cranbrook-s106-transport-request-june-2018.pdf	£8.38m sought in DCC June 2018 request for "public transport" to be spent on a range of measures including bus services, enhanced rail frequency and 2nd train station.	£50,000,000	£0	£0	£50,000,000	DfT	See notes for update	2021 - 2033	Network Rail
63	33	Town Council Office	Public Services	CB	Desirable	CB22	Expands on Cranbrook Phase 1 section 106	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	£2,000,000	£0	£0	£2,000,000	PwLB; EZ	s.106 (S); Asset endowment (P)	2024	Developer; CTC; EDDC
64	45	Artificial Grass Sports Pitches (offsite hockey)	Sport and Recreation	West End	Desirable	Strategy 43 (East Devon Local Plan)	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf	Funding required from CEA should be £271,950 (off-site contributions towards sand-based AGP at Clyst Vale CC required from expansion areas- http://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf). Updated cost derived from SE guidance 2Q2019 index linking applied CEA should be 38.5% of £820,000	£815,090	£0	£0	£815,090	Sport England	Expansion development (P)	2021 - 2033	Broadclyst PC; EDDC
65	-	Artificial Grass Sports Pitch	Sport and Recreation	CB	Desirable	CB3; Strategy 43 (East Devon Local Plan)	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf	Revised funding arrangement in Cranbrook Phase 1 leaves this project with specific funding. (Land remains securable through Cranbrook expansion)	£815,090	£0	£0	£815,090	Sport England	S106 (Schedule 9) - Floodlit artificial grass pitch (S);	2022 - 2033	EDDC; CTC; Developer

66	-	Cricket	Sport and Recreation	CB	Desirable	Strategy 43 (East Devon Local Plan)	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf	Cost is off-site financial contribution for Cricket: http://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf . (Separate item here for clarity, although within changing facilities project in Local Plan IDP) Costs updated	£310,000	£0	£0	£310,000	Sport England	Expansion development (P)	2022 - 2033	Whimble Cricket Club
67	49	Bowls	Sport and Recreation	CB	Desirable	Strategy 43 (East Devon Local Plan)	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf	Rec. from http://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf . Costs updated Index linking applied	£49,701	£0	£0	£49,701	Sport England	s.106 (P)	2021 - 2033	EDDC
68	54	Second train station; or improvements to existing station	Transport	West End	Desirable	Strategy 3; Strategy 5b Strategy 50	Cran 027 https://eastdevon.gov.uk/media/2760806/dc-c-cranbrook-justification-for-2nd-station.pdf Cran 028 https://eastdevon.gov.uk/media/2760809/dc-c-cranbrook-s106-transport-request-june-2018.pdf	£8.38m sought in DCC June 2018 request for "public transport" to be spent on a range of measures including bus services, enhanced rail frequency and 2nd train station. Identified station cost derived from anticipated Newcourt cost index linked	£2,110,169	£0	£0	£2,110,169	DfT	s.106 being requested through expansion area applications (P)	n/a	Devon County Council
Residual Cranbrook Projects from Phase 1 development (identified in East Devon IDP)																
69	55	Car, cycle and coach parking in the town centre	Transport	CB	Important	n/a	Cranbrook Phase 1 Section 106 agreement	Already secured	tbc	£0	£0	£0	no	Schedule 24 in s.106 requires implementation of the car parking strategy in the town centre (S)	2020 - 2024	developer
70	53	Crannaford Level Crossing highway reprofiling	Transport	CB	Critical	n/a	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf See also additional notes which accompany this assessment	Remove as project delivered.	£0	£0	£0	£0	no	s.106 (S)	complete	n/a
71	31	Youth services	Community	CB	Critical	n/a	Cranbrook Phase 1 Section 106 agreement	No additional buildings are required from expansion areas.	tbc	£0	£0	£0	no	Development s106 (S)	2023	Developer /DCC

		facility (build)	development														
72	42	skate park	Sport and Recreation	CB	Critical	n/a	Cranbrook Phase 1 Section 106 agreement	Trigger now passed - delivery anticipated		£0	£0	£0	no	S106 (S)	2020	Developer; CTC; EDDC	
73	34	Library facilities (build)	Public Services	CB	Critical	n/a	Cranbrook Phase 1 Section 106 agreement	3450 dwgs. Annual payments of £10,000 for mobile library due to DCC as the "annual contribution" from 2013 for ten years	tbc	£0	£0	£0	no	Development s106	2024	Developer; DCC	
74	36	Public Convenience buildings	Public Services	CB	Important	n/a	Cranbrook Phase 1 Section 106 agreement	Secured under Cranbrook Phase 1	tbc	£0	£0	£0	no	s.106 Schedule 13 (S)	2021 - 2022	Developer; CTC	
75	22	Children's Centre	Community development	CB	Important	n/a	Reg 19 submission - Rep 136 https://eastdevon.gov.uk/planning-libraries/cranbrook-plan-submissiondraft-comments2019/136-devoncountycouncil.pdf	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 (Index linking applied)	£432,000 +indexation	£0	£0	tbc	no	£432,000/direct provision (S - S106); £30,000 (P) Expansion development	2021 - 2033	Developer DCC	
76	27	Country Park Resource Centre	Environment	CB	Desirable	n/a	n/a	This is no longer being taken forward as a separate entity and does not require funding at the current time	n/a	£0	£0	n/a	no	Development s106 funding due to be redeployed	n/a	n/a	
77	16	Second Phase of new bus service	Transport	CB	Critical	n/a	Cranbrook Phase 1 Section 106 agreement	£8.38m sought in DCC June 2018 request for "public transport" to be spent on a range of measures including bus services, enhanced rail frequency and 2nd train station. Therefore, to include this item separately would be repetitious. See notes for row 18	tbc	£0	£0	tbc		S106 - £920,000 (£660,000 from Skypark, £260,000 from Science Park) (S). DCC, Cranbrook, Science Park and other local developments (P)	2018 +	DCC; Stagecoach	
Projects omitted or superceded																	
78	11	Roundabout on B3174 adjc Health and Well being Hub	Transport	CB	N/A	n/a	n/a	Excluded from assessment	£0			£0		n/a			

79	12	Unsignalised junction West of new roundabout	Transport	CB	N/A	Cran064 https://eastdevon.gov.uk/media/2760830/east-devon-cil-review-and-cranbrook-viability-annexes.pdf		£0			£0	N/A		
80	14	Creation of new crossings on B3174 East of roundabout	Transport	CB	N/A	as above		£0			£0	£0	N/A	
81	10	Upgrading of London Road	Transport	CB	N/A	as above		£0			£0	N/A		
82	9	Unsignalised Junction	Transport	CB	N/A	as above		£0			£0	N/A		
83	13	Upgrading of T junctions on B3174	Transport	CB	N/A	as above		£0			£0	N/A		
84	5	Footbridge & associated Ramp Access (Item C)	Transport	CB	N/A	as above	Cost of bridge split between Bluehayes and Treasbeare	£1,428,000			£0	Treasbeare Development (P)	2021 - 2033	Developer, DCC
85	6	Footbridge & associated Ramp Access (Item C)	Transport	CB	N/A	As above	Cost of bridge split between Bluehayes and Treasbeare	£1,428,000			£0	Treasbeare Development (P)	2021 - 2033	Developer, DCC
86	56	Multi-functional cultural space	Community development	CB	N/A	Cran007 https://eastdevon.gov.uk/planning/planning-policy/cranbrook-plan/cranbrook-plan-consultation-responses-and-submission/#article-content		£0			£0	s.106, (P)	2021 - 2033	
87	2	Underground high voltage electricity power lines	Energy	CB	N/A	Cran024 https://eastdevon.gov.uk/media/2268539/strategy-report-cranbrook-overhead-electricity-lines-september-2017_final.pdf Cran031 https://eastdevon.gov.uk/media/2760815/overhead-lines-strategy-report-october-2018.pdf	Updated headline costs from BTS report incorporating potential compensation that is payable (parcels C9-C10-D3, fig 14 in overhead lines study: http://eastdevon.gov.uk/media/2268539/strategy-report-cranbrook-overhead-electricity-lines-september-2017_final.pdf). Calculated total 2978000 across x metres	£2,805,000			£0	Western Power Distribution, Developers; (potential compensation available)	2020 - 2033	Developer/WPD

88	3	Underground high voltage electricity power lines	Energy	CB	N/A		As above	As above (split to allow for separate Cobdens and Grange analysis)	£2,295,000				£0	Western Power Distribution, Developers; (potential compensation available)	2020 - 2033	Developer/WPD
9	52	Natural and semi-natural greenspace	Open Space	CEA	important	n/a	Cran009 https://eastdevon.gov.uk/media/2302158/slr-c-addendum-report.pdf See also additional notes which accompany this assessment	-provided incidental open space/stream corridors etc are covered within landscaping budget	£0	£0	£0	£0	n/a	Expansion development (P)	n/a	none

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	Biodiversity net gain	£743,000	£170 per dwelling with index linking (from BNG Impact Assessment¹⁾)	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>					

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/839610/net-gain-ia.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	SANGS Delivery and enhancement; maintenance	£4,130,000 & £2,500,000	Joint Habitat Regulations Executive Committee minutes ^{2 3} 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 019⁴ Cran 020⁵)</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>					

² <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>

³

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

⁴ <https://eastdevon.gov.uk/media/2760800/south-east-devon-european-site-mitigation-strategy.pdf>

⁵ <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
4	Off site habitat mitigation	£2,069,000	Joint Habitat Regulations Executive Committee minutes ^{6 7} £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 (Found as evidence documents Cran 019⁸ Cran 020⁹)</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>					

⁶ <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>

⁷

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

⁸ <https://eastdevon.gov.uk/media/2760800/south-east-devon-european-site-mitigation-strategy.pdf>

⁹ <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
5	Parks and recreation grounds	£2,466,000	Quantum from East Devon Local Plan (adapted). Costing's from East Devon Open space Study ^{10 11} - (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>					

¹⁰ <https://new.eastdevon.gov.uk/planning-libraries/evidence-document-library/chapter8.4-environment/env029-eastdevonopenspacestudy.pdf>

¹¹ <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
6	Play space	£2,323,000	Quantum from East Devon Local Plan Costings from East Devon Open space Study ^{12 13} 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 report¹⁴</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>					

¹² <https://new.eastdevon.gov.uk/planning-libraries/evidence-document-library/chapter8.4-environment/env029-eastdevonopenspacestudy.pdf>

¹³ <https://new.eastdevon.gov.uk/planning/planning-policy/environment-and-green-infrastructure/open-space/open-space-study/>

¹⁴ <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
7	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 report¹⁵</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>					

¹⁵ <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
8	Amenity Open space	£590,000	Quantum from East Devon Local Plan. Costing's from East Devon Open space Study ^{16 17} - 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>					

¹⁶ <https://new.eastdevon.gov.uk/planning-libraries/evidence-document-library/chapter8.4-environment/env029-eastdevonopenspacestudy.pdf>

¹⁷ <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
10	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 029¹⁸</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>					

¹⁸ <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
11	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 028¹⁹</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>					

¹⁹ <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
12	EV charging (ducting)	£400,000	Impact assessment: residential charging infrastructure provision (publishing.service.gov.uk)	Strategy 37 - Renewable and Low Carbon Energy projects	CB20 – Plug In and Ultra Low emission vehicle charging
Evidence and explanation					
<p>The values ascribed within the IDP for this entry has previously been recognised within the viability appraisal but not specifically recognised within the IDP. This entry tidies up this anomaly.</p> <p>Cranbrook plan objectives: 12; 14 & 20</p> <p>Readily available infrastructure to facilitate the increased use of electric vehicles is an important step towards reducing the reliance on fossil fuels within the private transport sector. This approach directly targets individual homeowners making it easier for future occupiers to have EV facilities installed at their property and therefore to acquire electric vehicles in the future.</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
13	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 028²⁰</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>					

²⁰ <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
14; 15, 16	London Road upgrade works	£2,253,000	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.</p> <p>Cranbrook plan objectives: 17</p> <p>CB25 has at its heart the recognition that the London Road should become a road in Cranbrook rather than merely through Cranbrook. To help facilitate a change to the character of the road, and in turn car speed and therefore pedestrian safety, significant works are required. Without these the road risks being a barrier between the north and south.</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
17; 18; 20; 21; 31; 32	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 13²¹</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>					

²¹ <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
19	Engine testing bay at Exeter Airport	£1,518,293	Airport noise study ²² 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>					

²² <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
22; 24; 33; 34	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, 28.</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
23	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 ²⁵ with index linking	Strategy 4 – Balanced communities Strategy 43 – Open space standards	CB1 – Health and well being CB6 - Infrastructure
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
25 26	Cemetery	£325,000	Cran 10 - Burial space evidence report ²⁷ 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>					

²⁷ <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
27, 28, 29 – 30	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 strategy²⁸</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>a) <i>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>					

²⁸ <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
35; 36	Community Centre	£1,650,000	Cultural Development strategy Costings based on a building of 750sqm (Sport England ²⁹ design)	Strategy 4 – Balanced communities	CB1 – Health and well being
Evidence and explanation					
<p>Cultural Development strategy (CDS) ³⁰</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>					

²⁹ <https://www.sportengland.org/media/4336/village-and-community-halls.pdf>

³⁰ <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
37	Blue light Emergency Services facility	£1,400,000	Part funding previously costed plans provided by DSFRS 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
38	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 13³¹</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>					

³¹ <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
39	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 13³²</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>					

³² <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
40	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 13³³ and DCC matter 14 examination statement³⁴</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>					

³³ <https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf>

³⁴ <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
41	Health and Well being hub	£7,000,000	Full cost of provision previously 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
42	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 13³⁵ and DCC matter 14 examination statement³⁶</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>					

³⁵ <https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf>

³⁶ <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
43	Sports centre and swimming pool	£3,993,940	Sports England facilities guide ³⁷ 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 report³⁸</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>					

³⁷ <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/facility-cost-guidance>

³⁸ <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
44	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 13³⁹ and DCC matter 14 examination statement⁴⁰</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>					

³⁹ <https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf>

⁴⁰ <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
45	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 13⁴¹ and DCC matter 14 examination statement⁴²</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>					

⁴¹ <https://eastdevon.gov.uk/media/3719831/psd13-dcc-information-5220-for-cranbrook-infrastructure-delivery-plan.pdf>

⁴² <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
46	Changing Room/ clubhouse	£1,350,000	Costings and size from Sports England facilities guide ⁴³ 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 report⁴⁴</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>					

⁴³ <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/facility-cost-guidance>

⁴⁴ <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	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 028 ⁴⁵) 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.					

⁴⁵ <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
48	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)	<p>Strategy 5b – Sustainable transport</p> <p>Strategy 11 – Integrated transport and infrastructure provision at East Devons west end</p>	<p>CB19 – Coordinated sustainable travel</p> <p>CB20 – Plug in and ultra low emission vehicle charging</p>
Evidence and explanation					
<p>Costs identified and evidence of need from DCC infrastructure request found in Cran 028⁴⁶</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>					

⁴⁶ <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
49	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					

end