

The Cranbrook Plan

2013-2031

Schedule of proposed main modifications

Date – January 2022

Rev. 8

Contact details

Planning Department – Cranbrook Team
East Devon District Council
Blackdown House, Border Road, Heathpark Industrial Estate,
Honiton, EX14 1EJ
DX 48808 Honiton
Phone: 01395 516551
Email: planningcranbrook@eastdevon.gov.uk
eastdevon.gov.uk
[@eastdevon](https://www.facebook.com/eastdevon)

Table of Contents

Interpretation of schedule	4
Cranbrook Plan and Overarching proposals	4
Policy CB1 – Health and Well-being at Cranbrook	4
Policy CB2 – Bluehayes Expansion Area	5
Policy CB3 – Treasbeare Expansion Area	7
Policy CB4 – Cobdens Expansion Area	10
Policy CB5 – Grange Expansion Area	13
Policy CB6 – Cranbrook Infrastructure Delivery	16
Policy CB7 – Phasing	19
Policy CB8 – Cranbrook and Broadclyst Station Built-up Area Boundaries – No modifications proposed	20
Policy CB9 – Public Transport Enhancement	21
Policy CB10 – Safeguarding of Land for a Second Station - Policy DELETED (Supporting text retained)	22
Policy CB11 CB10 – Cranbrook Affordable Housing	22
Policy CB12 CB11 – Cranbrook Custom and Self-build housing	23
Policy CB13 CB12 – Delivering Zero Carbon	23
Policy CB14 CB13 – Safeguarding of land for energy uses	24
Policy CB15 CB14 – Habitat mitigation and Delivery of Suitable Natural Alternative Natural Green Space	25
Policy CB16 CB15 – Design Codes and Place making	26
Policy CB17 CB16 – Amenity of future occupiers – No proposed modifications	27
Policy CB18 CB17 – Digital Connectivity– No proposed modifications	27
Policy CB19 CB18 – Coordinated sustainable travel	28
Policy CB20 CB19 – Plug-In and Ultra-low emission vehicle charging – No proposed modifications	28
Policy CB21 CB20 – Parking at Cranbrook	29
Policy CB22 CB21 – Cranbrook Town Centre	29
Policy CB23 CB22 – Residential development in the Town Centre and Neighbourhood Centres	31
Policy CB24 CB23 – London Road Commercial and retail proposals	31
Policy CB25 CB24 – London Road Improvements	32
Policy CB26 CB25 – Allotments – No proposed modification	32
Policy CB27 CB26 – Landscape Biodiversity and drainage	33
Policy CB28 CB27 – Design and Construction of sports pitches – No proposed modifications	33
Policy CB29 CB28 – Tillhouse Farm redevelopment – No proposed modifications	33
Glossary	33

Interpretation of schedule

This schedule lists the main modifications for the Cranbrook Plan and these are identified by the prefix **MM** and are coloured red and underlined. To assist with the clarity of the schedule it also contains a small number of residual Council proposed Additional Modifications which are included for clarity. They are provided in full in the composite version of the plan and are coloured **Green** in both documents.

The paragraph numbering and policy numbering below has been set out in two columns so there is a clear reference back to the pre-submission version of the plan, but also reference to the track changes version of the plan which is published alongside this schedule. However this full version of the plan with all changes set out is provided for information only and does not form part of the statutory consultation.

Cranbrook Plan and Overarching proposals

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM1	Strategic Policies Paragraph 2.8 – 2.9	Strategic Policies Paragraph 2.8 – 2.10	<p>[MM 1] The <u>2021</u> 2018 National Planning Policy Framework at paragraph 21 requires development plans to make explicit which policies are strategic policies. Policies CB1 – CB15 CB14 inclusive, which are set out in the first section of The Cranbrook Plan are those which are to be considered strategic for the purposes of paragraph 21 and relate to the strategy, pattern and scale of development, and the delivery of related infrastructure</p> <p>Importantly these policies which seek to deliver the expansion of the town, demonstrate how development and growth which was identified in the East Devon Local Plan 2013-2031 is achieved.</p> <p>Within the policies set out within the Plan there are a number of key words used. These have specific meaning/interpretation and for clarity and to avoid repetition within the document, a glossary is set out at the end of the plan. Where such terms are used within the plan, these are in <u>bold type and double underlined</u>.</p>	MM1 – Recognises the updated NPPF and the re numbered policies and introduces the use of a glossary which is set out in detail elsewhere in the plan through MM 35. To ensure that the plan is effective the glossary is introduced through MM1 at the start of the plan. This allows its operation and the use of emboldened text for key words to be explained.

Policy CB1 – Health and Well-being at Cranbrook

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main Modification	Reason for Modification
MM2	Policy CB1	Policy CB1	<p>1. [MM 2] Develop an attractive and legible built and natural environment that links into its surroundings, including the wider West End of East Devon, and Exeter Airport <u>and the Clyst Valley Regional Park</u>;</p>	Introduction as a Main Modification rather than AM to recognise the changed status of the Park - it now has an adopted Masterplan which is a material consideration.

East Devon – an outstanding place

Policy CB2 – Bluehayes Expansion Area

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 3	Policy CB2		<p>CB2 Bluehayes Expansion Area</p> <p>[MM 3] 40 hectares of land at the Bluehayes Expansion Area is allocated for a mixed use development on the Cranbrook Policies Map</p> <p>A comprehensive development scheme addressing <u>Detailed parameter plans prepared by the lead developer or jointly by the constituent developers shall address all parts of the Bluehayes expansion area within their control and provide for all of the uses, requirements and infrastructure set out within this policy.</u> in its entirety and recognising and where possible enhancing existing biodiversity assets and green infrastructure, shall set out provision for all of the following uses, requirements and infrastructure.</p> <p>The <u>parameter plans</u> scheme shall be agreed in writing by the Local Planning Authority before as part of the first approval of any planning application for development <u>in the parameter plan area</u> of all or part of the expansion area is determined. Subsequent applications <u>within that area</u> must comply with the approved <u>parameter plans</u> comprehensive development scheme. <u>It is not envisaged that parameter plans would change during the life of the development except under exceptional circumstances where clear justification for any change would need to be evidenced.</u></p> <p><u>The Bluehayes allocation will accommodate the uses and developments listed as items 1 – 7 and deliver each in full unless otherwise stated. Where provision is made for these on the policies map, they should be delivered in broadly similar locations. Where land is allocated for specific uses on the policies map, the uses will fall on and within the designated areas:</u></p> <ol style="list-style-type: none"> 1. Around 960 new dwellings with typologies of property to reflect the location of development in different areas of the site. 2. A mixed use area <u>which provides for a sufficient range of uses and services to support the proper functioning of the local area. This must</u> to incorporate: <ol style="list-style-type: none"> a) Land capable of accommodating a community building or meeting space of a minimum of 620 square metres floor space; a) A range of <u>business</u> spaces or premises <u>for Commercial Business and Service uses/development (Class E); and,</u> b) <u>Spaces for other uses compatible with and to support the mixed use area, which can include uses from Class F1 (Learning and Non Residential), Class F2 (Local Community Uses), Class C1 (Hotels) and Class C3 (Dwellings Houses). Compatible sui generis uses may also be considered appropriate.</u> that may include residential development. <p>Any proposed individual retail business or other use that has a gross floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would be permitted within this area must be of an appropriate scale to the mixed use area, such that it mainly serves the needs of the immediate neighbourhood. Proposals must not undermine the delivery and future vitality and viability of the town centre or the successful delivery of allocated employment land in East Devon’s West End (including within the Cranbrook Plan Area).</p>	<p>MM3 updates the terminology from comprehensive development plan to parameter plans which as a term is more widely recognised. In addition the changes set out, reduce the reliance of developers on each other where more than one lie with the extent of this expansion area.</p> <p>Further changes update the requirements for infrastructure delivery within the allocation to improve clarity and precision and ensure consistency with the glossary.</p> <p>The use of Impact Assessments are introduced as a means of delivering a hierarchy to retail provision between the town centre and neighbourhood centres and uses the existing definition of small shops from both Sunday trading ^{1,2} and the Use classes Order (as amended) (Class F2)³</p> <p>Hot Food takeaway restrictions have been updated to reflect current use classes, the importance placed on health and wellbeing within this plan and to ensure that the Policy reflects NICE guidance⁴ (Recommendation 11) and PHE research⁵.</p>

¹ <https://www.gov.uk/trading-hours-for-retailers-the-law>

² <https://www.legislation.gov.uk/ukpga/1994/20>

³ <https://www.legislation.gov.uk/ukxi/2020/895/made>

⁴ [1 Recommendations | Cardiovascular disease prevention | Guidahttps://www.nice.org.uk/guidance/ph25/chapter/1-Recommendations#recommendations-for-policy-a-national-framework-for-actionnce | NICE](https://www.nice.org.uk/guidance/ph25/chapter/1-Recommendations#recommendations-for-policy-a-national-framework-for-actionnce)

⁵ [Using the planning system to promote healthy weight environments \(publishing.sehttps://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdfvice.gov.uk\)](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdf)

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p><u>Where hot food takeaway uses are permitted there shall be no more than 2 hot food takeaways located adjacent to each other and at least 2 non-hot food takeaway units between groups of hot food takeaways. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the mixed use area being hot food takeaways. Hot food takeaways will not be permitted within 400 metres of a school.</u></p> <p>Any proposals for residential development within the mixed use area must demonstrate adaptability of the ground floor ground floor adaptability to allow conversion to units that could be used for business and retail activities</p> <p>Before an individual parcel of land within the mixed-use area is brought forward for permanent development it should be made available for 'meanwhile uses' for temporary community or commercial development that are compatible with the character, appearance and location of the site.</p> <ol style="list-style-type: none"> 3. Formal open space recreational land (derived from the existing Bluehayes Parkland) comprising an area of at least 5.5 hectares 4. A 420 pupil place primary school, <u>with 57 place facility for early years provision and a room for community use of 100 sq square metres on a site of at least 2 hectares either as direct delivery by the developer or as serviced land together with a financial contribution equivalent to the cost of the school provision.</u> <p><u>This requirement exists until either the school land has been transferred and finance secured or that the School delivery (if this is by a developer) has occurred in the Treasbeare (only in the event that the Bluehayes expansion area is commenced ahead of the Treasbeare expansion area).</u></p> <ol style="list-style-type: none"> 5. Formal play space with facilities for children and youth on a combined area totalling 2100 square metres 5. <u>Equipped/serviced open space for the following typologies delivered at the specified rates (where rates are provided on a per 1000 population basis calculated at 2.35 people per dwelling):</u> <ul style="list-style-type: none"> • <u>Formal play space for children and youth (at 0.1ha)</u> • <u>Allotments (at 0.25ha)</u> • <u>Amenity Open Space (at 0.35ha)</u> 6. Allotments totalling an area of 0.55 hectare of land. (The identified land requirement excludes the associated land take for peripheral paths and areas for parking and drop off). 6. <u>Financial contributions will also be required towards town centre facilities and community facilities serving Cranbrook as listed in CB6 (categories 4 A and B) and will be secured via Section 106 agreements.</u> 7. <u>Contributions towards London Road improvements.</u> <p>Planning applications for development parcels within the Bluehayes Expansion area must provide for pedestrian, cycling and vehicular access up to the boundaries of the development parcel/s so as to ensure that adequate links between parcels are provided in the interests of facilitating a comprehensive movement network.</p> <p>This includes providing links between parcels in different ownership or control and ensuring that land is available to facilitate connection with development in the Treasbeare Expansion Area (CB3).</p>	<p>A replacement bullet (3) rationalises the requirements in respect of open space providing details on the rate of delivery to improve clarity, while renumbered bullet allows for alternative school delivery model. In addition new bullet 6 provides clarity on the expectations for financial contributions for this allocation area.</p> <p>In additional and to address highway concerns over the use of land at Coachfield House as a primary access to the Bluehayes expansion area the access arrangements are now specified.</p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p>In addition to the expansion allocation that this policy provides for, accompanying land for SANGS provision in accordance with Policy CB14 CB15 is also safeguarded. SANGS provision in line with Policy CB14 CB15 together with financial contributions for direct enhancement and conservation of the Exe Estuary and Pebblebed Heaths must be provided to ensure that there are no adverse effects of development on European protected sites.</p> <p>Land <u>Within the Bluehayes expansion area appropriate road provision shall be taken to both the boundary of the Parameter plan area and the boundaries of any smaller parcels that fall outside the scope of the Parameter Plan area, such that the land within the Bluehayes Expansion Area which currently forms part of the property known as Coachfield House can obtain its primary access from the Bluehayes expansion area to the north. The site known as Coachfield House shall</u> will only be brought forward for residential development <u>where this access can be obtained.</u> it delivers a vehicular link between Station Road and London Road (B3174).</p>	
MM4	Paragraph 3.8	Paragraph 3.8	<p>[MM 4] Within the mixed-use area there is a requirement for business space to be provided. Although no minimum floor space for business use is set in this policy, the Cranbrook Economic Development Strategy⁶ looks to deliver 18.4ha of land across the Town and Neighbourhood Centres and the allocated employment land, which this Plan secures. Applicants will be required to demonstrate how their proposals for development in the mixed use area delivers on the objectives of the Cranbrook Economic Development Strategy in relation to the provision of business floor space. <u>References to classes of development within item 2 of the policy are to Use Classes as defined in The Town and Country Planning (Use Classes) Order 1987 (as amended).</u></p>	MM 4 – These changes omit reference to the Economic development strategy which does not form part of the plan itself and clarify the references to Use Classes.

Policy CB3 – Treasbeare Expansion Area

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 5	CB3 Treasbeare Expansion Area	CB3 Treasbeare Expansion Area	<p>CB3 Treasbeare Expansion Area</p> <p><u>[MM 5] 62 64</u> hectares of land at the Treasbeare Expansion Area is allocated for a mixed use development on the Cranbrook Policies Map .</p> <p>A comprehensive development scheme addressing <u>Detailed parameter plans prepared by the lead developer or jointly by constituent developers shall address all parts of the Treasbeare expansion area within their control and provide for all of the uses, requirements and infrastructure set out within this policy.</u> in its entirety and recognising and where possible enhancing existing biodiversity assets and green infrastructure, shall set out provision for all of the following uses, requirements and infrastructure.</p> <p>The <u>parameter plans</u> scheme shall be agreed in writing by the Local Planning Authority before <u>as part of the first approval of</u> any planning application for development <u>in the parameter plan area</u> of all or part of the expansion area is determined. Subsequent applications <u>within that area</u> must comply with the approved <u>parameter plans</u> comprehensive development scheme. <u>It is not envisaged that parameter plans would change during the life of the development except under exceptional circumstances where clear justification for any change would need to be evidenced.</u></p>	<p>MM 5 – To recognise the revised land budget set out within the examination as document PSD 22 and to incorporate the safeguarded energy centre land within the allocation</p> <p>The change updates the terminology from comprehensive development plan to parameter plans which as a term is more widely recognised. In addition the changes set out, reduce the reliance of developers on each other where more than one lie with the extent of this expansion area.</p>

⁶ <http://eastdevon.gov.uk/media/2260179/cranbrook-economic-development-strategy.pdf>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p><u>The Treasbeare allocation will accommodate the uses and developments listed as items 1 – 9 and deliver each in full unless otherwise stated. Where provision is made for these on the policies map, they should be delivered in broadly similar locations. Where land is allocated for specific uses on the policies map, the uses will fall on and within the designated areas:</u></p> <ol style="list-style-type: none"> 1. Around 915 new houses with typologies of property to reflect the location of development. in different areas of the site 2. A mixed use area <u>which provides for a sufficient range of uses and services to support the proper functioning of the local area. This must</u> to incorporate : <ol style="list-style-type: none"> a) Land capable of accommodating a community building or meeting space of a minimum of 620 square metres of floor space; a) A neighbourhood centre to provide a mix of compatible uses extending to provide at least 1500 square metres gross of <u>non-residential</u> ground-floor floor space. <p>This must include a proportion of floor space of A1 use class <u>for Use Class E(a) shops; and also include:</u></p> <ol style="list-style-type: none"> i. A range of <u>business</u> spaces or premises <u>for other Commercial, Business and Service uses (Class E).</u> ii. Other uses compatible with and to support the mixed use area <u>including uses from Class F1 (Learning and Non Residential), Class F2 (Local Community Uses), Class C1 (Hotels) and Class C3 (Dwellings Houses). Compatible sui generis uses may also be considered appropriate,</u> that may include residential development <p>Any <u>proposed individual retail</u> business or other use that <u>has a gross floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would</u> is permitted within this area must be of an appropriate scale to the mixed use area, such that it mainly serves the needs of the immediate neighbourhood. Proposals must not undermine the <u>delivery and future</u> vitality and viability of the town centre or the successful delivery of allocated employment land in East Devon's West End (including within the Cranbrook Plan Area).</p> <p><u>Where hot food takeaway uses are permitted there shall be no more than 2 hot food takeaways located adjacent to each other and at least 2 non-hot food takeaway units between groups of hot food takeaways. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the mixed use area being hot food takeaways. Hot food takeaways will not be permitted within 400 metres of a school.</u> Floor space for A use classes will only be permitted where no more than 1 unit of A5 (Hot food takeaway) use class is proposed for every 3 units of other A use classes within the neighbourhood centre. This will be a cumulative calculation, taking into account any existing premises.</p> <p>Any proposals for residential development within the mixed use area must demonstrate adaptability of the ground floor <u>ground floor adaptability</u> to allow conversion to units that could be used for business and retail activities.</p> <p>Before an individual parcel of land within the mixed-use area is brought forward for permanent development it should be made available for 'meanwhile uses' for temporary community or commercial development that are compatible with the character, appearance and location of the site.</p> 	<p>Further changes update the requirements for infrastructure delivery within the allocation to improve clarity and precision and ensure consistency with the glossary.</p> <p>The use of Impact Assessments are introduced as a means of delivering a hierarchy to retail provision between the town centre and neighbourhood centres and uses the existing definition of small shops from both Sunday trading ^{7,8} and the Use classes Order (as amended) (Class F2)⁹</p> <p>Hot Food takeaway restrictions have been updated to reflect current use classes, the importance placed on health and wellbeing within this plan and to ensure that the Policy reflects NICE guidance¹⁰ (Recommendation 11) and PHE research¹¹.</p> <p>Changes are introduced to provide an alternative means of school delivery with the aim of speeding up delivery of the wider development.</p> <p>A replacement bullet (5) rationalises the requirements in respect of open space providing details on the rate of delivery to improve clarity. In addition new bullet 9 provides clarity on the expectations for financial contributions for this allocation area.</p>

⁷ <https://www.gov.uk/trading-hours-for-retailers-the-law>

⁸ <https://www.legislation.gov.uk/ukpga/1994/20>

⁹ <https://www.legislation.gov.uk/uksi/2020/895/made>

¹⁰ [1 Recommendations | Cardiovascular disease prevention | Guidahttps://www.nice.org.uk/guidance/ph25/chapter/1-Recommendations#recommendations-for-policy-a-national-framework-for-action](https://www.nice.org.uk/guidance/ph25/chapter/1-Recommendations#recommendations-for-policy-a-national-framework-for-action) NICE

¹¹ [Using the planning system to promote healthy weight environments](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdf)

(publishing.sehttps://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdf)vice.gov.uk)

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p>3. A 420 pupil place primary school, <u>with 57 place facility for early years provision and a room for community use of 100 sq. square metres on a site of at least 2 hectares either as direct delivery by the developer or as serviced land together with a financial contribution equivalent to the cost of the school provision.</u></p> <p><u>This requirement exists until either the school land has been transferred and finance secured or that the School delivery (if this is by a developer) has occurred in the Bluehayes (only in the event that the Treasbeare expansion area is commenced ahead of the Bluehayes expansion area. If this education land in the Treasbeare expansion area is not required for this use the land may be brought forward for residential development).</u></p> <p>4. Formal open space and recreational land covering an area of at least 2.1 hectares.</p> <p>5. Amenity open space across an area of at least 0.75 hectares</p> <p>6. Formal play space with facilities for children and youth covering an area totalling 2000 square metres</p> <p><u>4. Equipped/serviced open space for the following typologies delivered at the specified rates (where rates are provided on a per 1000 population basis calculated at 2.35 people per dwelling):</u></p> <ul style="list-style-type: none"> <u>• Formal Open Space (at 1.0ha)</u> <u>• Formal play space for children and youth (at 0.1ha)</u> <u>• Allotments (at 0.25ha)</u> <u>• Amenity Open Space (at 0.35ha)</u> <p>10. Allotments totalling an area of 0.54 hectare of land. (For allotment provision, the associated land take for peripheral paths and areas for parking and drop off).</p> <p><u>5. A sports hub which delivers</u></p> <ol style="list-style-type: none"> a) 2 x Senior rugby pitches b) 2 x Junior (midi) rugby pitches (Under 11/12) c) 2 x Senior football pitches d) 3 1 x Junior football pitches (Under 15/16) e) <u>Serviced land for 1 x floodlit Senior all weather pitch (artificial grass pitch - sized for rugby) accompanied by a financial contribution towards its delivery</u> f) 4x floodlit tennis courts f) Associated car and cycle parking spaces g) <u>Serviced land for both a sports pavilion to include changing facilities and a club room for use for social and community uses and land for 4 flood lit tennis courts.</u> h) Peripheral multi use path <p><u>6. Employment land comprising an area of 4.9 hectares.</u></p> <p><u>Employment uses (which in the Treasbeare allocation excludes retail) must be of a nature, sited and designed so as not to have an adverse effect upon the amenity of existing and proposed residential properties, with particular consideration given to the potential effects of odour and noise.</u></p> <p><u>7. 5 serviced permanent pitches for gypsies and travellers on an area of at least 0.5 hectares as shown on the policies map.</u></p> <p><u>8. Land for an extension to the District Heating Energy Centre comprising an area of 2 hectares - up to 3.5ha as identified on the policies plan. This land shall be safeguarded until such time as up to 2 hectares of the site has been identified as necessary for use in connection with District Heating. At that time all residual land and any that is evidenced as not being required for District Heating or</u></p>	<p>Revisions to the requirements for the sports hub to reflect additional technical works on the availability of pitch configuration and the changes to CB6 and cost equalisation. The enlarged AGP allows for junior football pitches to be over marked on a surface which can accommodate greater usage and therefore maintains adequate access to formal sport but in a more efficient manner for this site. Contributions towards the delivery of the AGP also mean that the change remains cost neutral. Delivery of the tennis courts and Pavilion are addressed in CB6 where financial contributions for the full delivery are secured.</p> <p>The changes outlined also recognise that there are no prescriptions in place regarding the nature and type of employment that is permitted within the allocation and therefore to safeguard residential amenity where the employment areas and residential areas are in proximity is appropriate.</p> <p>Finally the change also recognises the full extent of the safeguarded land and while the evidence suggests that only 2ha would be required, the revised policy allows for a future use for all or part of the land when there is greater clarity over future energy needs.</p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p><u>other energy purposes may be released for other employment generating development – subject to the appropriate planning permission.</u></p> <p><u>9. Financial contributions will also be required towards town centre facilities and community facilities serving Cranbrook as listed in CB6 (4 A and B) and will be secured via Section 106 agreements.</u></p> <p>New residential and community development shall only be brought forward where it has been demonstrated that adequate on and off plot noise mitigation can be provided to help safeguard the health and wellbeing of residents. In addition development will not be permitted within noise sensitive areas B, C and D as shown on figure 2 below unless it has been evidenced that adequate mitigation in terms of noise has been provided for each area that safeguards the health of future occupiers of the residential properties within the area. It is expected that the mitigation provided <u>which needs to include the construction of an acoustic pen at Exeter Airport</u>, should aim to achieve a noise reduction such that the noise experienced by occupiers of the residential dwellings does not exceed 55 decibels in garden spaces. Mitigation measures should also ensure that internal noise levels for residential properties are at acceptable levels.</p> <p>In addition to the expansion allocation that this policy provides for, accompanying land for SANGS provision in accordance with Policy <u>CB14</u> CB15 is also safeguarded. SANGS provision in line with Policy <u>CB14</u> CB15 together with financial contributions for direct enhancement and conservation of the Exe Estuary and Pebblebed Heaths must be provided to ensure that there are no adverse effects of development on European protected sites</p> <p>Planning applications for development parcels within the Treasbeare Expansion area must provide for pedestrian, cycling and vehicular access up to the boundaries of the <u>development</u> parcel/s so as to ensure that adequate links between parcels are provided in the interests of facilitating a comprehensive movement network. This includes providing links between parcels in different ownership or control and to the Bluehayes Expansion Area.</p>	

Policy CB4 – Cobdens Expansion Area

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 6	CB4 Cobdens Expansion Area	CB4 Cobdens Expansion Area	<p><u>[MM 6] 440 71</u> hectares of land at the Cobdens Expansion Area is allocated for a mixed use development on the Cranbrook Policies Map.</p> <p>A <u>Detailed parameter plans prepared by the lead developer or jointly by constituent developers shall address comprehensive development scheme addressing all parts of the Cobdens expansion area within their control and provide for all of the uses, requirements and infrastructure set out within this policy.</u> in its entirety and recognising and where possible enhancing existing biodiversity assets and green infrastructure, shall set out provision for all of the following uses, requirements and infrastructure.</p> <p>The <u>parameter plans</u> scheme shall be agreed in writing by the Local Planning Authority <u>before as part of the first approval of</u> any planning application for development <u>in the parameter plan area</u> of all or part of the expansion area is determined. Subsequent applications <u>within that area</u> must comply with the approved <u>parameter plans</u> comprehensive development scheme. <u>It is not envisaged that parameter plans would change during the life of the development except under exceptional circumstances where clear justification for any change would need to be evidenced.</u></p>	<p>MM 6 – To recognise the revised land budget set out within the examination as document PSD 22.</p> <p>The change updates the terminology from comprehensive development plan to parameter plans which as a term is more widely recognised. In addition the changes set out, reduce the reliance of developers on each</p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p><u>The Cobdens allocation will accommodate the uses and developments listed as items 1 – 11 and deliver each in full unless otherwise stated. Where provision is made for these on the policies map, they should be delivered in broadly similar locations.</u> Where land is allocated for specific uses on the policies map, the uses will fall on and within the designated areas:</p> <ol style="list-style-type: none"> 1. Around 1495 new houses with typologies of property to reflect the location of development in different areas of the site 2. A mixed use area <u>which provides for a sufficient range of uses and services to support the proper functioning of the local area. This must</u> to incorporate : <ol style="list-style-type: none"> a) A neighbourhood centre to provide a mix of compatible uses extending to provide at least 1250 square metres gross of <u>non-residential</u> ground-floor space. <p>This must include a proportion of floor space of A1 use class <u>for Use Class E(a) shops; and also include:</u></p> <ol style="list-style-type: none"> i. A range of <u>business</u> spaces or premises <u>for other Commercial, Business and Service uses (Class E).</u> ii. Other uses compatible with and to support the mixed use area <u>including uses from Class F1 (Learning and Non Residential), Class F2 (Local Community Uses), Class C1 (Hotels) and Class C3 (Dwellings Houses). Compatible sui generis uses may also be considered appropriate</u> that may include residential development. <p>Any <u>proposed individual retail</u> business or other use that <u>has a gross floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would</u> is permitted within this area must be of an appropriate scale to the mixed use area, such that it mainly serves the needs of the immediate neighbourhood. Proposals must not undermine the <u>delivery and future</u> vitality and viability of the town centre or the successful delivery of allocated employment land in East Devon's West End (including within the Cranbrook Plan Area).</p> <p><u>Where hot food takeaway uses are permitted there shall be no more than 2 hot food takeaways located adjacent to each other and at least 2 non-hot food takeaway units between groups of hot food takeaways. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the mixed use area being hot food takeaways. Hot food takeaways will not be permitted within 400 metres of a school.</u> Floor space for A use classes will only be permitted where no more than 1 unit of A5 (Hot food takeaway) use class is proposed for every 3 units of other A use classes within the neighbourhood centre. This will be a cumulative calculation, taking into account any existing premises.</p> <p>Any proposals for residential development within the mixed use area must demonstrate adaptability of the ground floor <u>ground floor adaptability</u> to allow conversion to units that could be used for <u>business</u> and retail activities.</p> <p>Before an individual parcel of land within the mixed-use area is brought forward for permanent development it should be made available for <u>'meanwhile uses'</u> for temporary community or commercial development that are compatible with the character, appearance and location of the site.</p>	<p>other where more than one lie with the extent of this expansion area.</p> <p>Further changes update the requirements for infrastructure delivery within the allocation to improve clarity and precision and ensure consistency with the glossary.</p> <p>The use of Impact Assessments are introduced as a means of delivering a hierarchy to retail provision between the town centre and neighbourhood centres and uses the existing definition of small shops from both Sunday trading ^{12,13} and the Use classes Order (as amended) (<u>Class F2</u>)¹⁴</p> <p>Hot Food takeaway restrictions have been updated to reflect current use classes, the importance placed on health and wellbeing within this plan and to ensure that the Policy reflects NICE guidance¹⁵ (Recommendation 11) and PHE research¹⁶.</p> <p>Changes are introduced to provide an alternative means of school delivery with the aim of speeding up delivery of the wider development.</p> <p>A replacement bullet (5) rationalises the requirements in respect of open space providing details on the rate of delivery to improve clarity.</p>

¹² <https://www.gov.uk/trading-hours-for-retailers-the-law>

¹³ <https://www.legislation.gov.uk/ukpga/1994/20>

¹⁴ <https://www.legislation.gov.uk/uksi/2020/895/made>

¹⁵ [1 Recommendations | Cardiovascular disease prevention | Guidahttps://www.nice.org.uk/guidance/ph25/chapter/1-Recommendations#recommendations-for-policy-a-national-framework-for-actionncc | NICE](https://www.nice.org.uk/guidance/ph25/chapter/1-Recommendations#recommendations-for-policy-a-national-framework-for-actionncc)

¹⁶ [Using the planning system to promote healthy weight environments](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdf)

(publishing.sehttps://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdfvice.gov.uk)

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p>3. A 630 pupil place primary school, <u>with 80 place facility for early years provision and a room for community use of 150 square metres on an area of land comprising at least 2.9 hectares either as direct delivery by the developer or as serviced land together with a financial contribution equivalent to the cost of the school provision.</u></p> <p>4. <u>Land for a</u> A 50 pupil place Special Educational Needs school on an area of land of at least 1.2 hectares</p> <p>5. Formal open space recreational land covering an area of land of at least 3.4 hectares.</p> <p>6. Amenity open space covering an area of land of at least 1.2 hectares</p> <p>7. Formal play space with facilities for children and youth across a combined area totalling 3500 square metres</p> <p><u>5. Equipped/serviced open space for the following typologies delivered at the specified rates (where rates are provided on a per 1000 population basis calculated at 2.35 people per dwelling):</u></p> <ul style="list-style-type: none"> • <u>Formal Open Space (at 1.0ha)</u> • <u>Formal play space for children and youth (at 0.1ha)</u> • <u>Allotments (at 0.25ha)</u> • <u>Amenity Open Space (at 0.35ha)</u> <p>9. Allotments totalling an area of 0.88 hectare of land. (The <u>For allotment provision, the</u> -identified land requirement excludes the associated land take for peripheral paths and areas for parking and drop off).</p> <p><u>6.</u> 8. An extension to the existing sports hub at Ingrams, through the provision of 1x youth 9v9 football pitch (Under 11's) on an area of land of at least 0.6 hectares (and located in accordance with annotation shown on the policies map). Direct physical connection to the Ingrams sports hub must be provided.</p> <p><u>7.</u> 10. 10 serviced permanent pitches for gypsies and travellers on an area of land of at least 1 hectare <u>as shown on the policies map.</u></p> <p><u>8.</u> 11. Serviced land suitable to accommodate a place of worship and parsonage</p> <p><u>9.</u> 12. Serviced land (of at least 1 hectare in size) for a cemetery <u>shall be provided.</u> (which Subject to groundwater testing, <u>the land should</u> could be provided on land <u>within the allocation or on land allocated safeguarded</u> on the Cranbrook Policies Map for potential <u>for</u> Suitable Alternative Natural Green Space <u>where this is located adjacent to the Cobdens allocation.</u></p> <p><u>10. Financial contributions will also be required towards town centre facilities and community facilities serving Cranbrook as listed in CB6 (4 A and B) and will be secured via Section 106 agreements.</u></p> <p><u>11. Contributions towards London Road Improvements.</u></p> <p>Development of the Cobdens expansion area of Cranbrook will require the under-grounding of the 132kv high voltage power line that crosses the site as indicated in the Cranbrook Masterplan. Planning permission will not be granted for developments that would prejudice the scope for future undergrounding of the 132kv line or for developments which do not accord with the phasing strategy approved pursuant to policy CB7 of this development plan document. .</p> <p>In addition to the expansion allocation that this policy provides for, accompanying land for SANGS provision in accordance with Policy <u>CB14</u> CB15 is also safeguarded. SANGS provision in line with Policy <u>CB14</u> CB15 together with financial contributions for</p>	<p>Revised bullet 7 which is more precise about the allocation of gypsy and traveller pitch allocation.</p> <p>In addition new bullet points 10 and 11 provide clarity on the expectations for financial contributions from this allocation area.</p> <p>There is a correction in respect of safeguarding rather than allocation of SANGS land and deletion of the requirement to underground the Over-head-lines While the undergrounding is desirable it is not a viable policy requirement.</p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p>direct enhancement and conservation of the Exe Estuary and Pebblebed Heaths must be provided to ensure that there are no adverse effects of development on European protected sites.</p> <p>Planning applications for development parcels within the Cobdens Expansion area must provide for pedestrian, cycling and vehicular access up to the boundaries of the development parcel/s so as to ensure that adequate links between parcels are provided in the interests of facilitating a comprehensive movement network. This includes providing links between parcels in different ownership or control.</p>	
MM 7	Paragraph 3.29	Deleted: Paragraph 3.29	<p>[MM 7] Two high voltage over-head powerlines, running in a broadly north-west to south-east direction, cross the Cobdens expansion area of Cranbrook. The Cranbrook Plan requires the undergrounding of the western of these two lines (the 132kv line) which ‘frees-up’ additional land for development and use⁴⁷. The undergrounding of cables will ensure a better quality overall development, overcoming the fragmented and broken pockets of developable land that would otherwise be available. The fragmentation of this area is already compromised by the flood zone associated with local streams and therefore to further split this area would fail the place making objective of the plan. Development schemes that could prejudice the ability to achieve the under-grounding of the cables will not be permitted.</p>	MM 7 – delete paragraph to reflect changed policy requirement

Policy CB5 – Grange Expansion Area

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 8	CB5 Grange Expansion Area	CB5 Grange Expansion Area	<p>CB5 Grange Expansion Area</p> <p>[MM 8] 30 hectares of land at the Grange Expansion Area is allocated for a mixed use development on the Cranbrook Policies Map.</p> <p>A Detailed parameter plans prepared by the lead developer or jointly by constituent developers shall address all parts of comprehensive development scheme addressing the Grange expansion area within their control and provide for all of the uses, requirements and infrastructure set out within this policy, in its entirety and recognising and where possible enhancing existing biodiversity assets and green infrastructure, shall set out provision for all of the following uses, requirements and infrastructure.</p> <p>The parameter plans scheme shall be agreed in writing by the Local Planning Authority before as part of the first approval of any planning application for development in the parameter plan area of all or part of the expansion area is determined. Subsequent applications within that area must comply with the approved parameter plans comprehensive development scheme. It is not envisaged that parameter plans would change during the life of the development except under exceptional circumstances where clear justification for any change would need to be evidenced.</p>	<p>MM 8 updates the terminology from comprehensive development plan to parameter plans which as a term is more widely recognised. In addition the changes set out, reduce the reliance of developers on each other where more than one lie with the extent of this expansion area.</p> <p>Further changes update the requirements for infrastructure delivery within the allocation to</p>

⁴⁷ Strategy Report relating to Overhead Lines at Cranbrook Expansion Site East (2018).

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p><u>The Grange allocation will accommodate the uses and developments listed as items 1 – 5 and deliver each in full unless otherwise stated. Where provision is made for these on the policies map, they should be delivered in broadly similar locations.</u> Where land is allocated for specific uses on the policies map, the uses will fall on and within the designated areas:</p> <ol style="list-style-type: none"> 1. Around 800 new houses with typologies of property to reflect the location of development in different areas of the site. 2. A mixed use area <u>which provides for a sufficient range of uses and services to support the proper functioning of the local area. This must</u> to incorporate : <ol style="list-style-type: none"> a) A community building of a minimum of 750 square metres floor space; b) A neighbourhood centre to provide a mix of compatible uses extending to provide at least 1600 square metres gross of <u>non-residential</u> ground-floor floor space. <p>This must include a proportion of floor space of A1 use class for Use Class E(a) shops; and also include;</p> <ol style="list-style-type: none"> i. A range of <u>business</u> spaces or premises <u>for other Commercial, Business and Service uses (Class E).</u> ii. Other uses compatible with and to support the mixed use area <u>including uses from Class F1 (Learning and Non Residential), Class F2 (Local Community Uses), Class C1 (Hotels) and Class C3 (Dwellings Houses). Compatible sui generis uses may also be considered appropriate.</u> that may include residential development. <p>Any <u>proposed individual retail</u> business or other use that <u>has a gross floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would</u> is permitted within this area must be of an appropriate scale to the mixed use area, such that it mainly serves the needs of the immediate neighbourhood. Proposals must not undermine the <u>delivery and future</u> vitality and viability of the town centre or the successful delivery of allocated employment land in East Devon's West End (including within the Cranbrook Plan Area).</p> <p><u>Where hot food takeaway uses are permitted there shall be no more than 2 hot food takeaways located adjacent to each other and at least 2 non-hot food takeaway units between groups of hot food takeaways. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the mixed use area being hot food takeaways. Hot food takeaways will not be permitted within 400 metres of a school.</u> space for A use classes will only be permitted where no more than 1 unit of A5 (Hot food takeaway) use class is proposed for every 3 units of other A use classes within the neighbourhood centre. This will be a cumulative calculation, taking into account any existing premises.</p> <p>Any proposals for residential development within the mixed use area must demonstrate adaptability of the ground floor <u>ground floor adaptability</u> to allow conversion to units that could be used for <u>business</u> and retail activities.</p> 	<p>improve clarity and precision and ensure consistency with the glossary.</p> <p>The use of Impact Assessments are introduced as a means of delivering a hierarchy to retail provision between the town centre and neighbourhood centres and uses the existing definition of small shops from both Sunday trading ^{18,19} and the Use classes Order (as amended) (Class F2)²⁰</p> <p>Hot Food takeaway restrictions have been updated to reflect current use classes, the importance placed on health and wellbeing within this plan and to ensure that the Policy reflects NICE guidance²¹ (Recommendation 11) and PHE research²².</p> <p>A replacement bullet (3) rationalises the requirements in respect of open space providing details on the rate of delivery to improve clarity. In addition new bullets 4 and 5 provide clarity on the expectations for financial contributions for this allocation area.</p> <p>While the undergrounding of the overhead power lines is desirable it is not a viable policy requirement and therefore the requirement to underground is deleted.</p>

¹⁸ <https://www.gov.uk/trading-hours-for-retailers-the-law>

¹⁹ <https://www.legislation.gov.uk/ukpga/1994/20>

²⁰ <https://www.legislation.gov.uk/uksi/2020/895/made>

²¹ [1 Recommendations | Cardiovascular disease prevention | Guidahttps://www.nice.org.uk/guidance/ph25/chapter/1-Recommendations#recommendations-for-policy-a-national-framework-for-action](https://www.nice.org.uk/guidance/ph25/chapter/1-Recommendations#recommendations-for-policy-a-national-framework-for-action) NICE

²² [Using the planning system to promote healthy weight environments \(publishing.sehttps://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdf) vice.gov.uk)

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p>Before an individual parcel of land within the mixed-use area is brought forward for permanent development it should be made available for 'meanwhile uses' for temporary community or commercial development that are compatible with the character, appearance and location of the site.</p> <p>3. Formal open space recreational land of an area of at least 1.7 hectares.</p> <p>4. Amenity open space on an area of land of at least 0.6 hectares</p> <p>5. Formal play space with facilities for children and youth on an area of land totalling 1800 square metres</p> <p>3. <u>Equipped/serviced open space for the following typologies delivered at the specified rates (where rates are provided on a per 1000 population basis calculated at 2.35 people per dwelling):</u></p> <ul style="list-style-type: none"> • <u>Formal Open Space (at 1.0ha)</u> • <u>Formal play space for children and youth (at 0.1ha)</u> • <u>Allotments (at 0.25ha)</u> • <u>Amenity Open Space (at 0.35ha)</u> <p>6. Allotments totalling an area of 0.47 hectares of land. (The <u>For allotment provision, the identified</u> land requirement excludes the associated land take for peripheral paths and areas for parking and drop off.</p> <p>4. <u>Financial contributions will also be required towards town centre facilities and community facilities serving Cranbrook as listed in CB6 (4 A and B) and will be secured via Section 106 agreements.</u></p> <p>5. <u>Contributions towards London Road Improvements.</u></p> <p>Development of the Grange expansion area of Cranbrook will require the under grounding of the 132kv high voltage power line that crosses the site as indicated in the Cranbrook Masterplan. Planning permission will not be granted for developments that could prejudice the scope for future undergrounding of the 132kv line or for developments which do not accord with the phasing strategy approved pursuant to policy CB7 of this development plan document.</p> <p>In addition to the expansion allocation that this policy provides for, accompanying land for SANGS provision in accordance with Policy <u>CB14</u> CB15 is also safeguarded. SANGS provision in line with Policy <u>CB14</u> CB15 together with financial contributions for direct enhancement and conservation of the Exe Estuary and Pebbled Heaths must be provided to ensure that there are no adverse effects of development on European protected sites.</p> <p>Planning applications for development parcels within the Grange Expansion area must provide for pedestrian, cycling and vehicular access up to the boundaries of the <u>development</u> parcel/s so as to ensure that adequate links between parcels are provided in the interests of facilitating a comprehensive movement network. This includes providing links between parcels in different ownership or control.</p>	

Policy CB6 – Cranbrook Infrastructure Delivery

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 9	Policy CB6	Policy CB6	<p>CB6 Cranbrook Infrastructure Delivery</p> <p>[MM 9] 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/<u>users</u> of its housing by delivering, either in full or where necessary in part, the identified infrastructure <u>from the 4 categories identified. This infrastructure</u> that is necessary to achieve a healthy, active, integrated and friendly self-reliant community.</p> <p>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.</p> <p><u>Category 1</u></p> <p><u>Physical Infrastructure to be provided/funded by all development. and which is directly relevant to each on plot dwelling.</u></p> <p>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.</p> <ul style="list-style-type: none"> • <u>Open space (for each of the typologies and at the rates set out in Policies CB2 – CB5 inclusive)</u> • <u>Biodiversity net gain (in accordance with Policy CB26)</u> • <u>SANGS delivery and enhancement (in accordance with Policy CB14)</u> • <u>Carbon reduction measures (in accordance with Policy CB12)</u> • <u>Connection with the District Heat network (in accordance with Policy CB12)</u> • <u>EV charging (in accordance with Policy CB19)</u> <p><u>Category 2</u></p> <p><u>Contributions necessary from all development towards</u></p> <ul style="list-style-type: none"> • <u>SANGS management and maintenance (in accordance with Policy CB14)</u> • <u>Off Site habitat mitigation (in accordance with Policy CB14)</u> • <u>Travel planning (in accordance with Policy CB18)</u> <p><u>Category 3</u></p> <p><u>2. 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)</u></p> <p>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.</p> <p><u>In accordance with the allocation policies CB2 – CB5 inclusive and where each 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 in accordance with the agreed parameter plans.</u></p>	<p>MM 47 – Revised structure and content to the policy to be clear and precise on the expectations from each expansion area; to de-couple the infrastructure delivery plan from the policy to avoid future uncertainty and to address the expectations for contributions from development which takes place outside of the built up boundary or above the policy expectations. Also to address necessary viability savings identified during the examination. Refer to Glossary for definitions.</p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p><u>Bluehayes</u> (in accordance with Policy CB2)</p> <ol style="list-style-type: none"> 1. <u>2 Form Entry Primary school and associated land**</u> 2. <u>London Road Improvements (CB24)</u> <p><u>Treasbears</u> (in accordance with Policy CB3)</p> <ol style="list-style-type: none"> 1. <u>2 Form Entry Primary school and associated land**</u> 2. <u>Sports pitches and associated land</u> 3. <u>Serviced land for tennis courts with flood lighting, pavilion and changing rooms, and AGP.</u> 4. <u>Energy Centre land (in accordance with Policy CB13)</u> <p><u>Cobdens</u> (in accordance with Policy CB4)</p> <ol style="list-style-type: none"> 1. <u>3 Form Entry Primary school and associated land</u> 2. <u>Serviced land for an SEND School</u> 3. <u>Sports pitch and associated land</u> 4. <u>Serviced land for a cemetery</u> 5. <u>Serviced land for both a place of worship and parsonage</u> 6. <u>London Road Improvements (CB24)</u> <p><u>Grange</u> (in accordance with Policy CB5)</p> <ol style="list-style-type: none"> 1. <u>Community Building</u> 2. <u>London Road Improvements (CB24)</u> <p><u>** This facility is only required in one of the expansion areas where it is identified and will factor as a category 3 cost for that area when its final location is established.</u></p> <p><u>Category 4</u></p> <p>Infrastructure for which contributions are which forms common infrastructure and is necessary for the proper functioning of the <u>Cranbrook expansion areas</u>, town but which is not necessarily attributable to a single expansion area.</p> <p>To deliver all non-specific (or common) infrastructure within this category, components must be funded by <u>all</u> developers across the Cranbrook Plan area 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. <u>Respective contributions shall be derived on an equalised basis when considered with and offset against the cost of infrastructure and associated land required by category 3.</u></p> <p>A. <u>To help support the delivery of the town centre and meet the health needs of the town (in accordance with Policy CB21), contributions will be made towards:</u></p> <ol style="list-style-type: none"> 1. <u>Fire station</u> 2. <u>Children’s centre and Youth centre fit out</u> 3. <u>Extra Care provision contributions</u> 4. <u>Health and Wellbeing hub contributions</u> 5. <u>Leisure centre contributions</u> 6. <u>Library fit out</u> 	

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p>B. <u>In addition the following are also recognised as being necessary to make the expansion area development acceptable and also form category 4 infrastructure projects.</u></p> <ol style="list-style-type: none"> 1. <u>Offsite walking and cycling enhancements (CB18)</u> 2. <u>Pavilion and 8 team changing rooms for the Treasbeare Sports hub (of a minimum 490 square metres gross internal floor area) (CB3)</u> 3. <u>4 no. Tennis Courts with Flood lighting (CB3)</u> 4. <u>Secondary school education contributions (Devon County Council)</u> 5. <u>SEND school provision contributions (Devon County Council)</u> 6. <u>Shared cars and e bikes (CB18)</u> 7. <u>Sustainable transport enhancements (CB9)</u> <p>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.</p> <p><u>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 proportionate contributions to on and/or off site infrastructure in and around the town to mitigate for the increased occupation associated with the development.</u></p> <p>Built-up Area Boundary must make a proportionate financial contribution to outstanding unfunded or not fully funded infrastructure.</p>	
MM 10	Paragraph 3.45	Paragraph 3.46	<p>[MM 10] To effect a this proportionate and, as far as possible, equalised approach which is more specifically detailed within the accompanying Infrastructure Delivery Plan for Cranbrook it is important to recognise that costs for onsite infrastructure can be offset against commuted sum costs for offsite provision. Such offsetting as evidenced through the Cranbrook IDP would allow a fairer approach to be adopted whilst still ensuring delivery of infrastructure.</p> <p><u>The category for each project of infrastructure which will be considered in equalisation is set out within the policy and based on this examples of the mechanics for equalisation are shown within the IDP. Importantly there are a few infrastructure/projects which are not considered appropriate or suitable for equalisation. While set out elsewhere within the Plan they are listed here for clarity:</u></p> <p><u>Bluehayes</u></p> <ul style="list-style-type: none"> • <u>Road junctions and associated highway works</u> <p><u>Treasbeare</u></p> <ul style="list-style-type: none"> • <u>Road junctions and associated highway works</u> • <u>Noise mitigation measures required as a result of proximity to the airport</u> • <u>5 pitch Gypsy and Traveller site</u> <p><u>Cobdens</u></p> <ul style="list-style-type: none"> • <u>Road junctions and associated highway works</u> • <u>10 pitch Gypsy and Traveller site</u> <p><u>Grange</u></p> <ul style="list-style-type: none"> • <u>Road junctions and associated highway works</u> 	MM 10 With the Policy setting out the costs that are proposed to be equalised, this supporting text clarifies which costs would not be equalised

Policy CB7 – Phasing

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 11	CB7 Phasing	CB7 Phasing	<p>[MM 11] The development of the individual expansion areas identified in policies CB2 – CB5 inclusive must be carried out in accordance with an approved comprehensive phasing strategy for each expansion area (or parameter plan area) as part of an outline or detailed planning application.</p> <p>Phasing strategies must demonstrate how social, community and physical facilities and infrastructure, including Suitable Alternative Natural Green Space, as well as employment land and premises will be delivered alongside or ahead of new housing. The approach to phasing will also require that central parcels of land, close to or adjoining, community and education facilities are developed first with subsequent parcels which are further away from such facilities coming forward as later stages of development, taking account of the need for development to remain viable.</p> <p>The phasing strategies for the Cobdens and Grange Expansion Areas must demonstrate how the 132kv high voltage power line across the sites will be undergrounded and identify a single continuous route for this.</p> <p>One of the two primary schools allocated for delivery in this Cranbrook Plan Development Plan Document must be completed and handed over to the education provider before the first occupation of the 30th dwelling across the four expansion areas set out in policies CB2—CB5 inclusive. The second primary school must be completed and handed over to the education provider no later than:</p> <ul style="list-style-type: none"> • The first occupation of the 1650th dwelling across the four expansion areas set out in policies CB2—CB5 inclusive if the 420 place primary school is delivered first; or <p>The first occupation of the 2500th dwelling across the four expansion areas set out in policies CB2—CB5 inclusive if the 630 place primary school is delivered first</p> <p>Each phasing strategy must ensure that an overall co-ordinated approach to delivery is achieved across the Cranbrook Plan Area as a whole.</p> <p>Each phasing strategy must be approved in writing by the Local Planning Authority before planning permission is approved for the development of the relevant expansion area or part thereof and will be subject of legal agreements to ensure compliance</p> <p><u>School land as required by Policies CB2 – CB4 (for Bluehayes, Treasbeare and Cobdens) shall be identified before planning permission is first granted for development in each of these three expansion areas. The land must be secured through appropriate legal agreements with access and step in rights included.</u></p> <p><u>Delivery can be made either through direct delivery by developers or by the Local Education Authority (LEA) / school provider (SP) where there is secured developer funding (including where necessary appropriate bonds) for that school.</u></p> <p><u>Where the delivery is by the LEA/SP, then for the first school the secured land must be transferred, with construction access, prior to the commencement of any dwelling*, while for the second school the land should be similarly transferred by the 750th</u></p>	<p>MM 11 – Modification ties the area required to be subject to a phasing strategy back to that of the parameters plan (formerly Comprehensive Development Scheme), itself revised under the area allocation policies.</p> <p>In addition the changes omit the requirement in respect of the overhead lines and replaces the phasing in respect of the school delivery with alternative options – to bring enhanced flexibility to the policy and to reflect government advice²³ on step in rights.</p> <p>Finally the changes omit the need for strategies to be seen in the context of each other and avoid duplication. Agreement/approval of the strategies covered at the start of the policy.</p>

²³ [Securing developer contributions for education \(publishing.service.gov.uk\)](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf

²⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909909/Education_provision_in_garden_communities.pdf

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p><u>dwelling*. Subsequent servicing of the sites by the developer must be completed prior to occupation of the first dwelling* for the first school, and prior to occupation of the 750th dwelling* for the second school.</u></p> <p><u>Where delivery is by the developer then the first primary school must be delivered before the first occupation of the 30th dwelling*. The second primary school must be delivered before the first occupation of the 1650th dwelling* in the event that the 420 place primary school is delivered first or the 2500th dwelling* in the event that the 630 place primary school is delivered first.</u></p> <p><u>Once school land has been transferred or School delivery (if by direct delivery) has occurred in either the Bluehayes or Treasbeare expansion area the residual site within the other of these two areas can be released for alternative uses.</u></p> <p><u>* = trigger point to be assessed across all 4 expansion areas.</u></p>	
MM 12	Insert after paragraph 3.51	Paragraph 3.55 - 3.56	<p><u>[MM 12] Whilst alternative delivery models are recognised within both the Infrastructure Policy and expansion area policies, the key requirement remains that the host developer is responsible for the full funding of its identified school. However in the event that the Local Education Authority delivers the school and to reduce its exposure to receiving funds from just one developer, a bond or equivalent safeguarding mechanism may be required of that developer. This arrangement would allow the LEA to still access funds if there is a default by a developer on its obligation and helpfully allows different delivery models to be employed if necessary in each of the two expansion areas that will host a school. It also maintains the ability to equalise costs as set out within Policy CB6.</u></p> <p><u>In terms of the “who goes first”, the Local Authority considers that unless there is a start on site by one of three expansion areas or lead developers then its preference would be to have the first school delivered in Cobdens followed by the second in Treasbeare. This comes from a recognition of the size and accessibility of the existing and emerging catchments despite the delivery timescales for the Grange area which is anticipated to have a later start on site than either Treasbeare or Bluehayes. However it would support delivery from either Treasbeare or Bluehayes first if one of these sites is ready to deliver ahead of Cobdens as currently anticipated within the housing trajectory. Where all three host areas have permission in place and in the event of developers “waiting” for each other, the Local Authority would consider using its step in rights to seek delivery of the schools, most likely, in this order. If both Treasbeare and Bluehayes are at a similar point ahead of reaching the relevant trigger for school/land delivery, then the expectation remains that the Treasbeare allocation should be the host for the 2FE school development</u></p>	MM 12 – Additional text added to explain and clarify the delivery mechanisms set out within the policy and to address the phasing/sequencing of school delivery is required.

Policy CB8 – Cranbrook and Broadclyst Station Built-up Area Boundaries – No modifications proposed

Policy CB9 – Public Transport Enhancement

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 13	CB9 Public Transport Enhancement	CB9 Public Transport Enhancement	<p>[MM 13] Rail Infrastructure</p> <p>Provision shall be made for an enhanced frequency of rail services at Cranbrook such that the town is served by a half hourly rail service in each direction.</p> <p>Bus infrastructure</p> <p>Provision shall be made for</p> <p><u>Provision shall be made for an enhanced public transport network serving the expanded town.</u></p> <p><u>Such provision shall be made through the following measures:</u></p> <ul style="list-style-type: none"> <u>Safeguarding of land as shown on the Policies Map for the future delivery of a second railway station;</u> <u>Enhanced bus capacity and routes, and a typical frequency of at least every 15 minutes</u> <p><u>This suite of measures shall be so deployed as to maximise access to and the expected use, of public transport across the town.</u></p> <p><u>In addition, and specifically for bus infrastructure the following measures shall also be provided:</u></p> <ul style="list-style-type: none"> <u>Primary roads though Cranbrook shall be designed to accommodate bus services to run on the primary routes at Cranbrook.</u> <u>Bus stops, capable shall be serviced so that they can of displaying real time data and shall be provided at regular intervals throughout the town so as to adequately serve residential and commercial and employment areas.</u> <p><u>Safeguarding of land for a second station supports the longer term ambition to deliver a second station at Cranbrook. It is envisaged that this would require Government/third party funding to deliver</u></p> <p><u>Development or uses that could prejudice the provision of a railway station on the safeguarded land will not be supported.</u></p> <p><u>In addition development in the vicinity of the safeguarded land for the second railway station shall be designed to allow for ease of access and promote access to the future station. The form and layout of built development must ensure that new footpaths, cycle ways and roads provide for easy and direct access for prospective future station users.</u></p> <p>Development proposals brought forward within the Cranbrook Plan Area shall contribute proportionately to the cost of the necessary infrastructure to facilitate these public transport enhancements in accordance with policy CB6.</p>	<p>MM 13 – is necessary to clarify the expectation of public transport provision, and the recognition that contributions could be variously used for rail or bus improvements. It is recognised that to achieve a half hourly rail service requires major line improvement outside the scope of the Cranbrook Plan and therefore rail improvements that could be delivered through this plan are limited to the safeguarding of land for the station. A focus of bus service improvements is therefore recognised.</p> <p>The policy also sets out expectations for development and uses within the vicinity of the safeguarded land which were previously included within CB10 and which is now deleted.</p>

Policy CB10 – Safeguarding of Land for a Second Station - Policy DELETED (Supporting text retained)

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 14	CB10 - Safeguarding of Land for a Second Station	N/A	<p>[MM 14] CB10 Safeguarding of Land for a Second New Station at Cranbrook</p> <p>Land identified on the Policies Map for the provision of a second railway station at Cranbrook is safeguarded. Use of this land for non-railway associated development that could prejudice the provision of a railway station in this location will not be accepted.</p> <p>Development in the vicinity of the safeguarded land for the second railway station shall be designed to allow for ease of access and promote access to the future station. The form and layout of built development must ensure that new footpaths, cycle ways and roads provide for easy and direct access for prospective future station users.</p>	MM 14 – Policy deleted as this duplicates the requirements of the modified CB9. Supporting text retained and paragraphs reordered

Policy ~~CB11~~ CB10 – Cranbrook Affordable Housing

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 15	CB11 Cranbrook Affordable Housing (5 th paragraph only)	CB11 CB10 Cranbrook Affordable Housing (5 th paragraph only)	<p>[MM 15] Affordable housing will be required on residential developments within the built-up area boundary <u>boundaries</u> of Cranbrook <u>and Broadclyst Station</u> at a rate of not less than 15% of total dwelling numbers.</p> <p>Where a proposal does not meet the above rate it will be necessary for an applicant to submit evidence to demonstrate why 15% provision is not viable or otherwise appropriate. An overage clause will be sought in respect of future profits and affordable housing provision, where levels of affordable housing fall below the <u>this</u> policy requirement.</p> <p>The thresholds at which this policy shall apply will be the minimum set out in Government policy or guidance (including any lower thresholds which Local Planning Authorities have the discretion to establish). Where there is no applicable Government policy or guidance there will be no minimum size threshold at which affordable housing will be sought, subject to there being up to date strategic evidence that the general delivery of housing would not be significantly undermined.</p> <p>Affordable housing shall be provided on-site unless it is exempted through Government policy or guidance, is not mathematically possible or where off-site provision of equivalent value is robustly justified by circumstances such as no registered provider being willing to manage the new affordable units or other legitimate planning reasons. In such cases, off-site provision or a financial payment towards off-site provision will be required and must contribute to the objective of creating mixed and balanced communities.</p> <p>Affordable housing tenure is sought as 70% social and affordable rented accommodation and 30% intermediate <u>affordable home ownership</u> or other affordable tenure. However in periods of depressed markets an alternative negotiated mix to reflect viability considerations and help deliver schemes will <u>may</u> be acceptable, subject to complying with Government policy or guidance on the matter. The District Council will consider issues of development viability and housing mix including additional costs associated with the development of brownfield sites, mitigation of contamination and the provision of significant community benefits provided the assessment process is completely transparent and there is full financial disclosure by the applicants. Any submitted viability assessments <u>including methodologies</u> should be made publicly available.</p>	MM 15 - Updated to ensure consistency between the built up area boundaries of Broadclyst Station and Cranbrook and to reflect National guidance

	<p>Paras 1-3 and bullet point 1</p>	<p>Paras 1-3 and bullet point 1</p>	<p>1. Minimise the need to travel and where necessary enable travel by low carbon means through:</p> <ul style="list-style-type: none"> a) Designing neighbourhoods around 400m walkable zones so that <u>most</u> occupiers are located within walking distance of basic services and facilities*; b) Being served by good quality walking and cycling links and regular public transport routes; c) Having high quality gigabit-capable digital connectivity in-built; and d) Being effectively masterplanned in accordance with active design principles. 	<p>secondary schools this can't always be achieved.</p>
--	--	--	---	---

Policy ~~CB14~~ CB13 – Safeguarding of land for energy uses

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
<p>MM 19</p>	<p>Policy CB 14 Safeguarding of land for Energy uses</p> <p>Insertion of para 2</p>	<p>Policy CB 14 CB13 Safeguarding of land for Energy uses</p>	<p><u>[MM 19] The 3.5ha of land safeguarded by this Policy will continue to remain safeguarded until such time as it is evidenced that it is no longer needed for the purposes of energy use which would serve the needs of Cranbrook. After this time any remaining areas of the land will be released and subject to environmental constraints can be used for other employment (excluding retail) uses.</u></p>	<p>MM 19 – this modification is a consequential alteration arising from changes to Policy CB3 and clarifies the period for which energy centre land is safeguarded</p>
<p>MM 20</p>	<p>Para 3.95</p>	<p>Paragraph 3.100</p>	<p><u>[MM 20]</u> The existing Energy Centre is located immediately to the west of the Treasbeare expansion area. The Energy Centre is currently gas fired; in order to ensure that connection to the heat network achieves greater carbon savings than the national electricity network, and to meet with the vision and policy aims of CB13 <u>CB12</u> for the delivery of a truly Zero Carbon town, the heat network will need to be decarbonised. This will require transition to alternative low carbon and renewable energy sources. As such, <u>3.5</u> 3 hectares of land is safeguarded in close proximity to the existing Energy Centre for delivery of proposals that can facilitate this transition.</p>	<p>MM 20 – To recognise the extent of the land which is actually safeguarded. Proposed modifications elsewhere in the plan recognise that although this exceeds the expected 2ha requirement there is a release mechanism now proposed to allow land not required to be released and made available for employment purposes</p>

Policy ~~CB15~~ **CB14** – Habitat mitigation and Delivery of Suitable Natural Alternative Natural Green Space

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
<p>MM 21</p>	<p>CB15 Delivery of Suitable Alternative Natural Green Space (SANGS)</p> <p>Affecting Policy title, paras 1- 3 and the insertion of a new paragraph 4.</p> <p>In addition changes to</p> <ul style="list-style-type: none"> • Bullet ‘h)’ • Para 6 • Deletion of para 9 	<p>CB15 CB14 <u>Habitat mitigation and</u> Delivery of Suitable Alternative Natural Green Space (SANGS)</p>	<p>[MM 21] -CB15 <u>CB14 Habitat mitigation and</u> Delivery of Suitable Alternative Natural Green Space (SANGS).</p> <p>***</p> <p>100 hectares of land is safeguarded for Suitable Alternative Natural Green Space (SANGS) on the Cranbrook Policies Map.</p> <p>Residential development schemes shall only be brought forward where they can demonstrate that suitable mitigation is being made available to ensure that there is no likely significant effect on the Pebblebed Heaths and Exe Estuary. These environments are designated as Sites of Special Scientific interest, (SSSI); Special Area of Conservation (SAC); Special Protection Area (SPA); and in the case of the Exe Estuary, RAMSAR.</p> <p>As part of the required mitigation, Suitable Alternative Natural Green Space at a ratio of at least 8ha per 1000 net new population generated by residential development schemes must be provided on a phased basis and made available for use prior to <u>from</u> the first occupation of the residential dwellings in each respective phase. Residential occupancy shall be taken at 2.35 persons per dwelling.</p> <p><u>To assist with this requirement 100 128 hectares of land is safeguarded for Suitable Alternative Natural Green Space (SANGS) on the Cranbrook Policies Map.</u></p> <p>***</p> <p>h) Paths that <u>retain a natural character</u> are suitably signposted and available for use in all weathers all year around (this can include the introduction of boardwalks in wet sections);</p> <p>***</p> <p>Accompanying applications for the provision of. Applications which propose SANGS development shall be supported by an appropriate delivery, enhancement and management strategy which shall include a masterplan.</p> <p>***</p> <p>It is expected that financial arrangements necessary to deliver the future management must be in place and agreed with the Local Planning Authority prior to the first use of the relevant area of the SANGS.</p>	<p>MM 21 – Updated policy title to better reflect the content of the policy. Updated quantum of safeguarded SANGS and paragraph location to provide a better to structure of the policy.</p> <p>In addition the changes clarify the expectation for the design of the SANGS area, to ensure that these areas function as efficiently as possible and meet their required purpose.</p> <p>Changes also seek to clarify the expectations for relevant applications.</p> <p>The deletion of the penultimate paragraph omits text which has been considered superfluous given the controls provided through the preceding bullet.</p>
<p>MM 22</p>	<p>Para 3.104</p>	<p>Para 3.109</p>	<p>[MM 22] The policies map shows around 128ha of land as being allocated <u>safeguarded</u> for SANGS which is spread across a number of different land owners and developers. The total area is in excess of the minimum 78 hectares as required by policy based upon the number of houses allocated. This approach ensures that adequate SANGS provision can be made, includes and allowance for any additional housing over and above the figures set out in policies CB2 – CB5 and recognises that the good practice of 8 ha per 1000 population is better regarded as a minimum threshold.</p>	<p>MM 22 – at the start of the paragraph correction of reference to safeguarding rather than allocation</p>

Policy ~~CB16~~ **CB15** – Design Codes and Place making

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 23	CB16 Design Codes and Place making	CB16 CB15 Design Codes and Place making	<p>[MM 23] Development in the expansion areas allocated in policies CB2 – CB5 inclusive must be brought forward based on a Design Code/s which is specific to each expansion area or phase of development and <u>which are based on effective community engagement and reflect local aspirations for the development of their area</u>, and which has been developed in advance of the detailed applications. The Design Codes will be subject of the agreement in writing of the Local Planning Authority.</p> <p>Both the Design Code/s and all subsequent or other detailed proposals which come forward within the wider plan area, must demonstrate how they have regard <u>to the National Design Guide</u>; to the <u>indicative</u> layout of development indicated in the Master plan shown at Figure 8 of this Cranbrook Plan and how they comply with the following 12 principles adapted from Building for Life 12 <u>Building for a Healthy Life</u>:</p> <ol style="list-style-type: none"> 1. Natural Connections – The scheme shall demonstrate integration with existing connections and the creation of new ones whilst respecting existing buildings and land uses around the site; 2. Walking cycling and public transport – <u>Proposals shall address the importance of active travel through carefully designed and justified layouts which help to put “health into place”</u> 3. Facilities and services – Development shall demonstrate safe and convenient access to a range of community facilities; 3. Public transport – Development shall provide for good access to public transport and evidence how it can reduce car dependency; 4. Local Housing Requirements Homes for everyone – Developments shall have a mix of housing types and tenures to suit local requirements, recognising the need for variation in size and tenure in order to provide a balanced community; 5. Character and heritage – through layout, design materials and landscaping the development shall ensure that it is locally inspired or distinctive and respects the historic landscape character and features and all heritage assets; 5. Working with the site and its context Making the most of what’s there – development proposals shall take advantage of and ensure that they work with existing topography, landscape features, wildlife habitats, site orientation and microclimates, and heritage assets; 6. A memorable character– <u>through layout, design materials and landscaping the development shall ensure that it is locally inspired or distinctive and respects the historic landscape character and features and all heritage assets;</u> 7. Creating well defined streets and spaces – developments shall ensure that buildings are designed and positioned with landscaping to define and enhance streets and spaces. <u>This shall include an expectation for the provision of tree lined streets with appropriate soil volumes available to ensure that the trees thrive;</u> 8. Legibility – routes and connections shall be provided in such a way that it is easy to find your way around the growing settlement; 9. Streets for all Healthy Streets – streets shall be designed <u>to prioritise pedestrians and cyclists, promoting active travel</u> in a way to encourage low vehicle speeds, be accessible and legible for all users and <u>and allowing</u> these spaces to function as social spaces; 10. Cycle and Car parking – <u>cycle and</u> car parking shall be provided and laid out so that it integrates well with the design of the street without dominating the area; 11. Public and Private spaces Green and Blue infrastructure – Proposed layouts <u>landscaping</u> and boundary treatment <u>that must include consideration of habitat creation and water management</u> will need to ensure that <u>public</u> spaces are attractive, safe and properly defined and managed; and 	<p>MM 23 – to introduce the requirement for developer lead codes which have been consulted upon in accordance with the new NPPF (paragraph 129) and to clarify how and when design Codes will be considered by the Local Planning Authority</p> <p>In addition the changes recognise the status of the National Design Guide and update the policy to reflect that since the submission draft was prepared BFL 12 has been superseded and replaced with BHL.</p> <p>The requirement for tree lined streets which is specifically reference within the new NPPF is also introduced.</p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p>12. External storage and amenity space Back of pavement/front of home – development shall ensure that <u>these spaces are properly designed and that homes are</u> it is provided with adequate external storage space for <u>amenity to provide for uses such as clothes drying; refuse and recycling storage and cycle parking.</u> bins, refuse and recycling; cycle parking provision and outside amenity space for clothes drying.</p>	
MM 24	para 4.4 4.6; and 4.9	para 4.4 4.6; and 4.9	<p><u>[MM 24] Importantly the policy sets out the requirement for a design code to be agreed for each of the expansion areas. It is expected that these would specifically address such aspects as housing typology, site layout, (recognising key routes and linkages) and the location and form of such as aspects as squares and spaces to aide good place making. In addition it is considered appropriate that plot layouts should maximise the use of passive solar and provide adequate outside amenity for the respective occupiers. Both of these aspects are important for helping to deliver sustainable homes - through natural heating as a result of plot orientation and through healthy homes where there is adequate outside amenity space for recreation as well as activities such as drying clothes. <u>In applying this policy and ensuring that codes make a meaningful contribution to a successful development, it is strongly encouraged that these are discussed and agreed with the Local Planning Authority before submission of any hybrid or full application. They should be formally agreed no later than the approval of the first of those types of application or before submission of the first reserved mattes application.</u></u></p> <p>***</p> <p>The Plan and accompanying masterplan evidence document has therefore premised the design of Cranbrook on a well-connected grid of mixed-use and streets with a mix of travel modes (walking, cycles, public transport and cars) to encourage walking, and to create a clear sense of place. <u>The supporting masterplan, which is an evidence base document and which has been reproduced at figure 8, demonstrates how Cranbrook could be developed. It articulates a well-connected grid based approach recognising the importance of carefully located key uses and connecting streets that together provide clear legibility, a sense of place and importantly an environment that allows for a mix of travel modes (walking, cycling, public transport and cars). In “having regard” to the Plan (the requirement within Policy), it is not expected that developers are bound by its layout and detail. It sets out one, but not the only, way of achieving a robust layout that embodies the principles inherent in the Plan.</u></p> <p>***</p> <p>In drawing these aspects together in a coherent manner it is recognised that they can be packaged within the <u>Building for Life 12</u> <u>Building for a Healthy Life (BHL)</u> document which recognises key components that aim to achieve a successful integrated distinctive and sustainable development. Importantly Building for Life 12 <u>Building for a Healthy Life (BHL)</u> BFL12 comprises 12 easy to understand <u>questions sections</u> that are designed to be used as a way of structuring discussions about a proposed development. There are four questions sections <u>sections</u> in each of the three chapters:</p> <p>Integrating into the neighbourhood <u>Integrated Neighbourhoods</u> Creating a place <u>Distinctive places</u> Street and home <u>Streets for all</u></p>	MM 24 – provides clarification over the timing of design codes and the status of the masterplan which is set out at Figure 8. In addition it updates the text to reflect BHL which supersedes BFL.

Policy ~~CB17~~ **CB16** – Amenity of future occupiers – No proposed modifications

Policy ~~CB18~~ **CB17** – Digital Connectivity– No proposed modifications

Policy ~~CB19~~ CB18 – Coordinated sustainable travel

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 25	Policy CB19 Co-ordinated sustainable travel	Policy CB19 CB18 Co-ordinated sustainable travel	<p>[MM 25] Coordinated accessible and alternative means of transport which help deliver the sustainability and health related benefits that are fundamental to this plan shall be made available for future residents and employees living and working in the town. <u>Together with enhanced opportunities for walking and cycling these</u> shall be delivered through the use of the following two approaches and secured for all major planning applications for new developments at Cranbrook:</p> <p>Travel Plan</p> <p><u>A Travel plan will be required for all developments that when completed will result in the creation of employment premises or residential properties. The plans shall</u> The Travel plan shall seek to deliver sustainable transport objectives and ensure that <u>occupiers/users of the development</u> residents and employees are made aware of the options available to them for sustainable travel, the benefits and costs of these and how they can be accessed. <u>In respect of plans affecting employment premises, provision shall be made for them to be reviewed annually</u> It shall be regularly reviewed and as part of <u>their</u> its development could include <u>as an example</u>, either a traditional “new occupiers/employee pack” or the development of an up to date electronic travel app;</p> <p>Shared Cars and Electric Bicycles</p> <p>Vehicles and parking/docking spaces for shared cars and shared/rented electric bicycles shall be provided throughout Cranbrook to support multi-modal travel. In each of the following identified locations, provision shall be made, at a minimum ratio of 1 shared car or 5 bicycle docking stations and electric bicycles per 400 dwellings or per 200 employees (calculated according to specific development type):</p> <ul style="list-style-type: none"> • Each of the mixed-use areas and/or neighbourhood centres identified in the <u>four expansion areas</u> under policies CB2 – CB5 inclusive; • In the Town Centre; and • In the <u>employment</u> allocation in the Treasbeare expansion area. <p>Facilities shall be delivered in each of the areas identified (at the ratios set out) by the respective developments.</p> <p>Provision shall also be made at the railway station(s) such that each station provides for 1 additional shared car club vehicle and an additional two dedicated shared car club parking spaces, and 3 electric bicycles and 8 associated docking stations – these to be delivered as part of the shared infrastructure required by Policy CB6.</p> <p>As part of facilitating and encouraging sustainable travel by employees, new <u>employment</u> generating development <u>which has a floor area in excess of 280 square metres</u> must include the provision of washing and changing facilities for staff.</p>	<p>MM 25 – Reference to walking and cycling is included to ensure the policy recognises all modes of sustainable travel. In addition recognises that travel plans extend to non-residential developments as well as residential development</p> <p>In addition the changes clarify the threshold above which facilities needs to be provided. 280 square metres matches the small business definition used in the allocation policies.</p>

Policy ~~CB20~~ CB19 – Plug-In and Ultra-low emission vehicle charging – No proposed modifications

Policy CB24 CB20 – Parking at Cranbrook

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 26	Policy CB21 Final paragraph only	Policy CB21 CB20 Final paragraph only	<u>[MM 26] All destinations that will attract regular visitors, including the town centre and facilities within it and employment facilities, will need to have dedicated safe, secure and covered cycle parking provision. of a scale appropriate to the use and location. The expected target for cycle parking provision in such development is 1 space for each of the first 4 Full Time Equivalent (FTE) jobs and 1 space per 7 FTE jobs thereafter.</u>	MM 26 – To provide greater clarity over the aspects that will be considered relevant when determining appropriate cycle parking requirements for non-residential development.
MM 27	Paragraph 4.42 (this paragraph is split and new paragraph inserted)	Paragraph 4.42 – 4.44	<u>[MM 27] Future To ensure future development will need to be is supported by parking that is adequate and appropriate parking provision for both cars and bicycles. This provision will be expected to address user needs and to meet relevant standards which are explored in the following paragraphs.</u> <u>When determining applications regard will be given to standards set out either to meet user needs all future parking will be required to meet minimal space standards, to be set out in a supplementary planning document (SPD) adopted prior to a planning decision or guidance from Devon County Council (as is the present situation) in order to allow for regular review. It is expected that an SPD could also Such a document could also further prescribe how the average provision of car parking spaces is to be apportioned between housing of differing size and type.</u> <u>In the absence of an SPD, an approach of lower car parking standards near town centre uses and a limited school parking policy is considered appropriate.</u>	MM 27 – to clarify the expectations for vehicle and cycle parking provision with the expansion areas; the approach that will be applied and an expected target for the quantum of cycle parking

Policy CB22 CB21 – Cranbrook Town Centre

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 28	CB22 Cranbrook Town Centre Paras 1 – 6; Para 8; & Paras 10-11	CB22 CB21 Cranbrook Town Centre Paras 1 – 6; Para 8; & Paras 10-11	<u>[MM 28] As a Healthy New Town, which is self-supporting and capable of meeting most of its own retail, commercial, educational, economic, leisure, and social needs, it is essential that the area is vibrant. Through good layout, physical design and the range of uses and activities available (including the delivery of residential units on upper floors), the Town Centre must draw people into a place where they can meet, take part in the activities and resources available or simply sit and watch the world go by.</u> To achieve this, the town centre should will be focussed around a market square which is will be a multi-functional space used for cultural purposes, recreation, and outside/market trading and frontage development which addresses both the square and the roads/access routes leading to it. The town square will be designed as a multi-functional space to accommodate the following as a minimum: 1. Ability to host markets and events; and 2. Seating and social space to encourage activity; and 3. High quality public realm which supports the function of the town centre.	MM 28 recognises additional development types to reflect that these would be acceptable in principle in the town centre; Reference to upper floors has been removed to provide greater flexibility for the delivery of residential units and clarity provided on the size of the extra care housing provided In addition the changes reflect updates to the Use Classes Order

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p>Within the town centre provision shall also be made for and ensure that the following uses are appropriately located (some of which can be co-located) to ensure good connectivity and legibility through the area:</p> <ul style="list-style-type: none"> • A Health and Wellbeing hub • Leisure centre • Civic centre (Town Council Offices) • Library • Children's centre • Youth centre • Extra Care housing (<u>minimum 55 beds</u>) <p>In addition proposals which come forward and are located within the Town Centre as defined on the policies map, for both retail and non-retail uses (with particular encouragement being given to uses falling within Classes A1, A2 and A3 <u>business use (uses falling within Class E) and those</u> of the Town and Country Planning (Use Classes Order) 1987 (as amended)) <u>as well as restaurants and other food related premises</u> will be permitted provided that:</p> <p>***</p> <p><u>Where hot food takeaway uses are permitted there shall be no more than 2 hot food takeaways being located adjacent to each other and at least 2 non-hot food takeaway units between groups of hot food takeaways. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the town centre being hot food takeaways.</u></p> <p>Floor space for A use classes will only be permitted where no more than 1 unit of A5 (Hot food takeaway) use class is proposed for every 3 units of other A use classes within the Town Centre boundary. This will be a cumulative calculation, taking into account any existing premises.</p> <p>***</p> <p>To support the delivery of the town centre and encourage the emergence of a focus for commercial, retail, cultural and social activity taking place, proposals for temporary <u>meanwhile uses</u> will be encouraged.</p> <p>Such development <u>Such uses</u> would need to demonstrate that it <u>they</u> can contribute to the future vitality and viability of the town centre and be laid out so that it <u>they</u> does not prejudice the future delivery of permanent development including the delivery of the market square. In addition the buildings/structures used to accommodate such uses together with their setting, must be of a high quality finish to ensure that a successful attractive and welcoming environment for the emergent town centre is achieved.</p>	<p>Finally Hot Food takeaway restrictions have been updated to reflect current use classes, the importance placed on health and wellbeing within this plan and to ensure that the Policy reflects NICE guidance²⁵ (Recommendation 11) and PHE research²⁶. The approach is also tailored from that set out in the neighbourhood centres to reflect the higher order of retail centre.</p>
MM 29	Paragraph 4.56	Paragraph 4.58	<p>[MM 29] A modular building can provide temporary and adaptable spaces for small businesses and organisations while simultaneously providing social and cultural space for the community. By using temporary space what it is that the community needs and can sustain can be tested before providing them in more costly and permanent form.</p>	<p>MM 29 – This paragraph has been removed do avoid repetition of wording within the preceding paragraph.</p>

²⁵ 1 Recommendations | Cardiovascular disease prevention | Guida <https://www.nice.org.uk/guidance/ph25/chapter/1-Recommendations#recommendations-for-policy-a-national-framework-for-actionnce> | NICE

²⁶ [Using the planning system to promote healthy weight environments \(publishing.sehttps://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdf) vice.gov.uk)

Policy ~~CB23~~ CB22 – Residential development in the Town Centre and Neighbourhood Centres

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 30	Policy CB23 Residential Development in the Town Centre and Neighbourhood Centres Para 1 & Para 3; 4 (deleted) & 5	Policy CB23 CB22 Residential Development in the Town Centre and Neighbourhood Centres Para 1 & Para 3 - 4	<p>[MM 30] Residential development, specifically on upper floors above shops and other commercial premises, will be expected within the in all permanent commercial town centre and neighbourhood developments in Cranbrook as these locations are best positioned to allow future occupiers the easiest access to a range of means of transport, social facilities and employment.</p> <p>***</p> <p>Where it can be demonstrated that land on the periphery of in the town centre area is not required for retail, commercial or community uses, some limited high density residential accommodation will <u>may</u> be permitted at ground floor level provided that <u>in a similar way to those in mixed used areas</u>, any proposals for such uses demonstrate adaptability of the ground floor of dwellings to allow conversion to units that could be used for <u>business and retail</u> activities in the future if required.</p> <p>SANGS provision in line with Policy CB15 together with financial contributions for direct enhancement and conservation of the Exe Estuary and Pebblebed Heaths must be provided where new residential development (that is in addition to housing permitted through Cranbrook Phase 1) is proposed to ensure that there are no adverse effects of development on European protected sites.</p> <p><u>New proposals for Residential development in the Town Centre will be required to make contributions to on and/or off site infrastructure in and around the town to mitigate for the likely additional pressure that would result from the increased occupation associated with the development.</u> financial contributions toward outstanding unfunded or not fully funded infrastructure at Cranbrook as detailed in policy CB6.</p>	<p>MM 30 reflects terminology in the glossary for consistency; clarifies how the town centre could be developed; and omits reference to SANGS as this is adequately covered off elsewhere within the Plan.</p> <p>Reference to contributions amended to accord with wording in Policy CB6</p>

Policy CB24 ~~CB23~~ – London Road Commercial and retail proposals

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 31	Policy CB24 London Road Commercial and retail proposals	Policy CB24 CB23 London Road Commercial and retail proposals	<p>[MM 31]. Where hot food takeaway uses are permitted there shall be no more than 2 hot food takeaways being located adjacent to each other and at least 2 non-hot food takeaway units between groups of hot food takeaways. Measured against units providing a ground floor offer to visiting members of the public, there shall be a maximum of 25% of units within the identified area being hot food takeaways. Hot food takeaways will not be permitted within 400 metres of a school. Floor space for A use classes will only be permitted where no more than 1 unit of A5 (Hot food takeaway) use class is proposed for every 3 units of other A use classes within the identified London Road frontage on the policies map. This will be a cumulative calculation, taking into account any existing premises.</p>	<p>MM 31 – Hot Food takeaway restrictions have been updated to reflect current use classes, the importance placed on health and wellbeing within this plan and to ensure that the Policy reflects NICE</p>

	Paragraph 3	Paragraph 3		<p>guidance²⁷ (Recommendation 11) and PHE research²⁸. The approach is also tailored from that set out in the neighbourhood centres to reflect the higher order of retail centre.</p> <p>Given that the wording re hot food takeaways is in Cobdens – the absence of the wording in the Grange expansion area may be explained by its appearance here – consideration needs to be given to the consistency issue (see also MM 14)</p>
--	-------------	-------------	--	--

Policy GB25 CB24 – London Road Improvements

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 32	Paragraph 4.67	Paragraph 4.69	<p><u>MM 32</u> In particular it is noted that where land at Treasbeare adjoins the London Road, site levels are significantly higher than both the road level itself and that of Bluehayes to the north. In this location the resulting embankment is held in place by a timber crib lock wall. In addition it is noted that with only a shallow cover, the main heat main for the town runs parallel to the road through the elevated land within Treasbeare. In practice this makes the delivery of an active and connected frontage for the Treasbeare parcel – at least along this far western section where it sits opposite to Bluehayes, more difficult to achieve. However such an approach and resulting connection is important. <u>While a bridge would help solve this problem it is a particularly expensive project and therefore a more cost effective solution would be to provide enhanced pedestrian crossing points closer to the current gateway roundabout. For such a solution to work, the desire lines in reaching such a crossing, will be particularly important and therefore care will be needed when the separate master plans for Treasbeare and Bluehayes are prepared and considered.</u> As a result it is likely that the installation of a well designed gateway bridge which spans the road and allows a meaningful and attractive connection between Bluehayes and Treasbeare will be supported. If such a facility does come forward it is essential that land on both sides of the road and necessary for the grounding of such a structure is identified and retained for that purpose.</p>	MM 32 – to clarify the expectation for the crossing the London Road where there is a change in levels between Bluehayes and Treasbeare

Policy GB26 CB25 – Allotments – No proposed modification

²⁷ [1 Recommendations | Cardiovascular disease prevention | Guidahttps://www.nice.org.uk/guidance/ph25/chapter/1-Recommendations#recommendations-for-policy-a-national-framework-for-actionncc](https://www.nice.org.uk/guidance/ph25/chapter/1-Recommendations#recommendations-for-policy-a-national-framework-for-actionncc) | NICE

²⁸ [Using the planning system to promote healthy weight environments \(publishing.sehttps://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863821/PHE_Planning_healthy_weight_environments_guidance_1_.pdf)vice.gov.uk)

Policy ~~CB27~~ CB26 – Landscape Biodiversity and drainage

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 33	Policy CB 27 LBDS Bullet 2	Policy CB 27 CB26 LBDS Bullet 2	2. [MM 33] Be prepared in conformity with landscape character, biodiversity and sustainable drainage guidance <u>and delivers at least 10% biodiversity net gain;</u>	MM 33 - To clarify that biodiversity net gain is expected
MM 34	Paragraph 4.87	Paragraph 4.87	[MM 34] The landscape areas within the expansion areas will be multifunctional, providing space for sport and informal recreation and an attractive landscape that complements the development and gives a strong sense of place and enhances biodiversity. As a result it will be important and a key commitment of each LBDS that the level of biodiversity is enhanced <u>and recognises the requirement of criteria 2 within Policy CB26 to deliver biodiversity net gain. As set out within the glossary, 10% net gain is expected when measured using the latest Metric which is currently 3.0. Through this approach it is expected that,</u> habitat connectivity within the site and adjacent habitats is promoted, and that long term nature conservation values of the site are secured.	MM 34 – To set out in more detail the expectations for biodiversity net gain

Policy ~~CB28~~ CB27 – Design and Construction of sports pitches – No proposed modifications

Policy ~~CB29~~ CB28 – Tillhouse Farm redevelopment – No proposed modifications

Glossary

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
MM 35	New section	Glossary	<p><u>[MM 35] Glossary</u></p> <p><u>Within the policies set out within the Plan there are a number of key words used. These have specific meaning/interpretation and for clarity and to avoid repetition within the document, the meanings are set out below:</u></p> <p><u>Biodiversity net gain – A minimum 10% increase in biodiversity between pre and post construction stages of a development, when measured using the DEFRA 3.0 matrix (or other matrix that supersedes this matrix either in part or in full).</u></p> <p><u>Business – any “Class E” use as defined within the Town and Country Planning (Use Classes) Order 1987 (as amended). For clarity this encompasses any business, commercial or service related use which is appropriate within a residential environment excluding restaurants and hot food takeaway which are considered sui generis.</u></p> <p><u>Constituent Developers – All developers and land owners who control land in the relevant expansion area but where none individually control enough of the allocation to take on the role of the <u>Lead Developer.</u></u></p>	MM 35 – The introduction of a glossary allows key term referenced within the plan to be defined

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification	Reason for Modification
			<p><u>Employment</u> – any use or development which facilitates the undertaking of trade, service or related commercial activity.</p> <p><u>Excess housing numbers</u> – are those in addition to the housing numbers expected to be delivered in a particular sub parcel.</p> <p><u>Four expansion areas</u> – references the expansion areas set out within this policy document and identified through Policies CB2 – CB5 (inclusive) – namely Bluehayes, Treasbears Cobdens and Grange.</p> <p><u>Ground floor adaptability</u> – Ground floor units exhibiting features such as a higher floor to ceiling height, the capability of separate ground and first floor accesses, fire and sound proofing between floors and the construction of ground floor frontages with the structural integrity to allow for the insertion of a retail or commercial frontage/inclusion of a ground floor road fronting window. The inclusion of these features allows for maximum flexibility with respect to future use. Detailed applications should evidence how these features will be incorporated into any residential development within the area assigned for mixed use</p> <p><u>Lead Developer</u> – A developer who controls at least 80% of a particular expansion area. Where such a developer exists, requirements in relation to <u>parameter plans</u> only relate to that developer’s area of control. However, as a consequence of the relaxation for this scenario, that developer is expected to accommodate all the prescribed uses and requirements for the relevant expansion. Resulting infrastructure cost/ burden to then be equalised through Policy CB6.</p> <p><u>Meanwhile uses</u> – A meanwhile use refers to the short-term use of land awaiting longer-term development. It allows for the future needs of the community to be accommodated as they emerge and can assist in planning for permanent facilities by testing needs and demands. Such temporary uses could include ‘pop-up’ businesses, spaces for community use or as has been seen in Cranbrook phase 1, use as a community garden. The meanwhile use of a site must not result in an unacceptable impact on residential amenity or prevent development sites from being brought forward for development in a timely fashion</p> <p><u>Parameter Plan Area</u> – The part of the relevant expansion area covered by <u>parameter plans</u>.</p> <p><u>Parameter Plans</u> – A comprehensive set of plans either prepared jointly by all <u>constituent developers</u> or <u>lead developer</u> that sets a framework for development within the expansion area and includes key routes that are necessary for connectivity and legibility; areas for blue and green infrastructure and where these are capable of enhancement (this should also be reflected through the LBDS required under Policy CB26) and locations for all of the uses, requirements and infrastructure set out within the relevant allocation policy</p>	