

## Appendix 1 – Schedule of Recommended Main Modifications – The Cranbrook Plan

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in italics.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

<b>Main Modification Reference</b>	<b>Original Chapter/ Policy Reference</b>	<b>New Chapter/ Policy Reference</b>	<b>Main modification</b>
<b>MM1</b>	<b>Strategic Policies</b>  <b>Paragraph 2.8 – 2.9</b>	<b>Strategic Policies</b>  <b>Paragraph 2.8 – 2.10</b>	<p>The <u>2021</u> <del>2018</del> National Planning Policy Framework at paragraph 21 requires development plans to make explicit which policies are strategic policies. Policies CB1 – <del>CB15</del> <u>CB14</u> 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><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, a glossary is set out at the end of the plan. Where such terms are used within the plan, these are in <b>bold type and double underlined.</b></u></p>

### Policy CB1 – Health and Well-being at Cranbrook

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main Modification
MM2	Policy CB1	Policy CB1	1. 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 and <u>the Clyst Valley Regional Park</u> ;

### Policy CB2 – Bluehayes Expansion Area

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM3	Policy CB2		<p>CB2 Bluehayes Expansion Area</p> <p>40 hectares of land at the Bluehayes Expansion Area is allocated for a mixed-use development on the Cranbrook Policies Map</p> <p><del>A comprehensive development scheme addressing <u>Detailed <b>parameter plans</b></u> prepared by the <b>lead developer</b> or jointly by the <b>constituent developers</b> 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. 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.</del></p>

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			<p>The <u>parameter plans</u> scheme shall be agreed in writing by the Local Planning Authority <del>before as part of the first approval of any planning application for development in the <u>parameter plan area</u> of all or part of the expansion area is determined.</del> Subsequent applications <u>within that area</u> must comply with the approved <u>parameter plans</u> <del>comprehensive development scheme.</del> It is not envisaged that <u>parameter plans</u> <del>would change during the life of the development except under exceptional circumstances where clear justification for any change would need to be evidenced.</del></p> <p><u>The Bluehayes allocation will accommodate the uses developments and contributions 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"> <li>1. <u>Around 960 new dwellings with typologies of property to reflect the location of development in different areas of the site.</u></li> <li>2. <u>A mixed use area which provides for a sufficient range of uses and services to support the proper functioning of the local area. This must to incorporate:</u> <ol style="list-style-type: none"> <li>a) <del>Land capable of accommodating a community building or meeting space of a minimum of 620 square metres floor space;</del></li> <li>a) <u>A range of <b>business</b> spaces or premises for Commercial Business and Service uses/development (Class E); and,</u></li> </ol> </li> </ol>

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			<p>b) <u>Spaces for other uses compatible with and to support the mixed use area, which could 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. that may include residential development.</u></p> <p><u>Any proposed individual retail business or other use that has a net floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would 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 delivery and future vitality and viability of the town centre or the successful delivery of allocated <b>employment</b> land in East Devon's West End (including within the Cranbrook Plan Area).</u></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></p>

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			<p>Any proposals for residential development within the mixed use area must demonstrate <del>adaptability of the ground floor</del> <b><u>ground floor adaptability</u></b> to allow conversion to units that could be used for <b><u>business</u></b> and <del>retail</del> 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 '<b><u>meanwhile uses</u></b>' 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"> <li>3. Formal open space recreational land (derived from the existing Bluehayes Parkland) comprising an area of at least 5.5 hectares</li> <li>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></li> </ol> <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"> <li>5. <del>Formal play space with facilities for children and youth on a combined area totalling 2100 square metres</del></li> </ol>

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			<p>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></p> <ul style="list-style-type: none"> <li>• <u>Formal play space for children and youth (at 0.1ha)</u></li> <li>• <u>Allotments (at 0.25ha)</u></li> <li>• <u>Amenity Open Space (at 0.35ha)</u></li> </ul> <p>6. <del>Allotments totalling an area of 0.55 hectare of land. (The</del> <u>For allotment provision, the identified land requirement excludes the associated land take for peripheral paths and areas for parking and drop off).</u></p> <p>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></p> <p>7. <u>Contributions towards London Road improvements.</u></p> <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 <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.</p>

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			<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 Treasbare Expansion Area (CB3).</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> <del>CB15</del> is also safeguarded. SANGS provision in line with Policy <u>CB14</u> <del>CB15</del> 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><del>Land</del> Within the Bluehayes expansion area appropriate road provision shall be taken to both the boundary of the <b>Parameter plan area</b> and the boundaries of any smaller parcels that fall outside the scope of the <b>Parameter Plan area</b>, such that the land within the Bluehayes Expansion Area which currently forms part of the property known as Coachfield House <u>can obtain its primary access from the Bluehayes expansion area to the north. The site known as Coachfield House shall will only be brought forward for residential development where this access can be obtained. it delivers a vehicular link between Station Road and London Road (B3174).</u></p>
MM4	Paragraph 3.8	Paragraph 3.8	<p>Within the mixed-use area there is a requirement for <b>business</b> space to be provided. Although no minimum floor space for <b>business</b> use is set in this policy, the Cranbrook Economic Development Strategy looks to deliver 18.4ha of land across the Town and Neighbourhood Centres and the allocated <b>employment</b> land, which this Plan secures. <del>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</del></p>

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			<p>relation to the provision of <b>business</b> 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>

### Policy CB3 – Treasbeare Expansion Area

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM5	CB3 Treasbeare Expansion Area	CB3 Treasbeare Expansion Area	<p>CB3 Treasbeare Expansion Area</p> <p>62 <del>64</del> hectares of land at the Treasbeare Expansion Area is allocated for a mixed use development on the Cranbrook Policies Map .</p> <p><del>A comprehensive development scheme addressing Detailed <b>parameter plans</b> prepared by the <b>lead developer</b> or jointly by <b>constituent developers</b> 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. 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.</del></p> <p>The <b>parameter plans</b> scheme shall be agreed in writing by the Local Planning Authority <del>before as part of the first approval of any planning</del></p>



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			<p>application for development <u>in the <b>parameter plan area</b> of all or part of the expansion area is determined. Subsequent applications within that area must comply with the approved <b>parameter plans</b> comprehensive development scheme. It is not envisaged that <b>parameter plans</b> 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 Treasbeare allocation will accommodate the uses developments and contributions 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"> <li>1. <u>Around 915 new houses with typologies of property to reflect the location of development. in different areas of the site</u></li> <li>2. <u>A mixed use area which provides for a sufficient range of uses and services to support the proper functioning of the local area. This must to incorporate:</u> <ol style="list-style-type: none"> <li>a) <u>Land capable of accommodating a community building or meeting space of a minimum of 620 square metres of floor space;</u></li> </ol> </li> </ol>

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			<p>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> <p>This must include a proportion of floor space <del>of A1 use class</del> <u>for Use Class E(a) shops; and also include:</u></p> <ul style="list-style-type: none"> <li>i. A range of <b>business</b> spaces <del>or premises for other Commercial, Business and Service uses (Class E).</del></li> <li>ii. Other uses compatible with and to support the mixed use area <u>which could 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, that may include residential development</u></li> </ul> <p><u>Any proposed individual retail business or other use that has a net floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would 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 delivery and future vitality and viability of the town centre or the successful delivery of allocated <b>employment</b> land in East Devon's West End (including within the Cranbrook Plan Area).</u></p>

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			<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. 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.</u></p> <p>Any proposals for residential development within the mixed use area must demonstrate <del>adaptability of the ground floor</del> <b>ground floor adaptability</b> to allow conversion to units that could be used for <b>business</b> 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 '<b>meanwhile uses</b>' for temporary community or commercial development that are compatible with the character, appearance and location of the site.</p> <p>3. A 420 pupil place primary school, <u>with</u> 57 place facility for early years provision and a room for community use of 100 sq. <u>square</u> metres on a</p>

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			<p>site of at least 2 hectares <u>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><del>4. Formal open space and recreational land covering an area of at least 2.1 hectares.</del></p> <p><del>5. Amenity open space across an area of at least 0.75 hectares</del></p> <p><del>6. Formal play space with facilities for children and youth covering an area totalling 2000 square metres</del></p> <p>4. <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"> <li>• <u>Formal Open Space (at 1.0ha)</u></li> <li>• <u>Formal play space for children and youth (at 0.1ha)</u></li> <li>• <u>Allotments (at 0.25ha)</u></li> </ul>

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			<ul style="list-style-type: none"> <li>• <u>Amenity Open Space (at 0.35ha)</u></li> </ul> <p><del>10.</del> <del>Allotments totalling an area of 0.54 hectare of land. (For allotment provision, the</del> <u>The identified land requirement excludes the associated land take for peripheral paths and areas for parking and drop off).</u></p> <p><u>5.</u> A sports hub which delivers</p> <ol style="list-style-type: none"> <li>a) 2 x Senior rugby pitches</li> <li>b) 2 x Junior (midi) rugby pitches (Under 11/12)</li> <li>c) 2 x Senior football pitches</li> <li>d) <del>3</del> <u>1</u> x Junior football pitches (Under 15/16)</li> <li>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></li> <li><del>f) 4x floodlit tennis courts</del></li> <li>f) Associated car and cycle parking spaces</li> <li>g) <u>Serviced land for both a sSports 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></li> <li>h) Peripheral multi use path</li> </ol> <p><u>6.</u> Employment land comprising an area of 4.9 hectares.</p> <p><b><u>Employment</u></b> uses (which in the Treasbeare allocation excludes retail) must be of a nature, sited and designed so as not to have an</p>

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			<p><u>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 other energy purposes may be released for other <b>employment</b> 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</p>

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			<p>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> <del>CB15</del> is also safeguarded. SANGS provision in line with Policy <u>CB14</u> <del>CB15</del> 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
MM6	CB4 Cobdens Expansion Area	CB4 Cobdens Expansion Area	<p><del>110 71</del> hectares of land at the Cobdens Expansion Area is allocated for a mixed use development on the Cranbrook Policies Map.</p> <p>A Detailed <u>parameter plans</u> prepared by the <u>lead developer</u> or jointly by <u>constituent developers</u> 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. <del>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.</del></p> <p>The <u>parameter plans</u> scheme shall be agreed in writing by the Local Planning Authority <del>before as part of the first approval of</del> any planning application for development in the <u>parameter plan area</u> <del>of all or part of the expansion area is determined.</del> Subsequent applications within that area must comply with the approved <u>parameter plans</u> comprehensive development scheme. It is not envisaged that <u>parameter plans</u> would change during the life of the development except under exceptional circumstances where clear justification for any change would need to be evidenced.</p>



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			<p><u>The Cobdens allocation will accommodate the uses developments and contributions 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><del>Where land is allocated for specific uses on the policies map, the uses will fall on and within the designated areas:</del></p> <ol style="list-style-type: none"> <li>1. Around 1495 new houses with typologies of property to reflect the location of development <del>in different areas of the site</del></li> <li>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 to incorporate :</u> <ol style="list-style-type: none"> <li>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.</li> </ol> <p>This must include a proportion of floor space <del>of A1 use class</del> <u>for Use Class E(a) shops; and also include:</u></p> <ol style="list-style-type: none"> <li>i. A range of <b>business</b> spaces <del>or premises for other Commercial, Business and Service uses (Class E).</del></li> <li>ii. Other uses compatible with and to support the mixed use area <u>which could include uses from Class F1 (Learning and Non Residential), Class F2 (Local Community Uses), Class C1 (Hotels)</u></li> </ol> </li> </ol>

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			<p><u>and Class C3 (Dwellings Houses). Compatible sui generis uses may also be considered appropriate that may include residential development.</u></p> <p><u>Any proposed individual retail business or other use that has a net floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would 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 delivery and future vitality and viability of the town centre or the successful delivery of allocated <b>employment</b> land in East Devon's West End (including within the Cranbrook Plan Area).</u></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. 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</u></p>

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			<p><del>neighbourhood centre. This will be a cumulative calculation, taking into account any existing premises.</del></p> <p>Any proposals for residential development within the mixed use area must demonstrate <del>adaptability of the ground floor</del> <b><u>ground floor adaptability</u></b> to allow conversion to units that could be used for <b><u>business</u></b> 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 '<b><u>meanwhile uses</u></b>' 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"> <li>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></li> <li>4. <u>Land for a A 50 pupil place Special Educational Needs school on an area of land of at least 1.2 hectares</u></li> <li>5. <del>Formal open space recreational land covering an area of land of at least 3.4 hectares.</del></li> </ol>

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			<p data-bbox="882 432 2018 467"><del>6. Amenity open space covering an area of land of at least 1.2 hectares</del></p> <p data-bbox="882 507 2096 579"><del>7. Formal play space with facilities for children and youth across a combined area totalling 3500 square metres</del></p> <p data-bbox="882 627 2107 738">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></p> <ul data-bbox="958 783 1832 935" style="list-style-type: none"> <li>• <u>Formal Open Space (at 1.0ha)</u></li> <li>• <u>Formal play space for children and youth (at 0.1ha)</u></li> <li>• <u>Allotments (at 0.25ha)</u></li> <li>• <u>Amenity Open Space (at 0.35ha)</u></li> </ul> <p data-bbox="882 975 2063 1086"><del>9. Allotments totalling an area of 0.88 hectare of land. (The <u>For allotment provision</u>, the identified land requirement excludes the associated land take for peripheral paths and areas for parking and drop off).</del></p> <p data-bbox="882 1134 2107 1326">6. <del>8.</del> 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>

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			<p><u>7.</u> <del>10.</del> 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> <del>11.</del> 11. Serviced land suitable to accommodate a place of worship and parsonage</p> <p><u>9.</u> <del>12.</del> 12. Serviced land (of at least 1 hectare in size) for a cemetery <u>shall be provided.</u> <del>(which</del> Subject to groundwater testing, <u>the land should could</u> be provided <del>on land within the allocation or on land allocated safeguarded on the Cranbrook Policies Map for potential for</del> Suitable Alternative Natural Green Space <u>where this is located adjacent to the Cobdens allocation.</u></p> <p><u>10.</u> <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><u>11.</u> <u>Contributions towards London Road Improvements.</u></p> <p><del>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.</del></p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM7	Paragraph 3.29	Deleted: Paragraph 3.29	<p>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 use. 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>

### Policy CB5 – Grange Expansion Area

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM8	CB5 Grange Expansion Area	CB5 Grange Expansion Area	<p>CB5 Grange Expansion Area</p> <p>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 <u>parameter plans</u> prepared by the <u>lead developer</u> or jointly by <u>constituent developers</u> shall address all parts of comprehensive development scheme addressing the Grange expansion area <u>within their control and provide for all of the uses, requirements and infrastructure set out within this policy.</u> <del>in its</del></p>

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			<p><del>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.</del></p> <p>The <u>parameter plans</u> scheme shall be agreed in writing by the Local Planning Authority <del>before</del> <u>as part of the first approval of</u> any planning application for development <u>in the <b>parameter plan area</b></u> <del>of all or part of the expansion area is determined.</del> Subsequent applications <u>within that area</u> must comply with the approved <u>parameter plans</u> <del>comprehensive development scheme.</del> <u>It is not envisaged that <b>parameter plans</b> 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 Grange allocation will accommodate the uses developments and contributions 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> <del>Where land is allocated for specific uses on the policies map, the uses will fall on and within the designated areas:</del></p> <ol style="list-style-type: none"> <li>1. <del>Around 800 new houses with typologies of property to reflect the location of development in different areas of the site.</del></li> <li>2. <u>A mixed use area which provides for a sufficient range of uses and services to support the proper functioning of the local area. This must to incorporate:</u></li> </ol>

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			<p>a) A community building of a minimum of 750 square metres floor space;</p> <p>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> <p>This must include a proportion of floor space of <del>A1 use class</del> for <u>Use Class E(a) shops</u>; and also include:</p> <p>i. A range of <b>business</b> spaces or premises for <u>other Commercial, Business and Service uses (Class E)</u>.</p> <p>ii. Other uses compatible with and to support the mixed use area which could include uses from <u>Class F1 (Learning and Non Residential), Class F2 (Local Community Uses), Class C1 (Hotels) and Class C3 (Dwellings Houses)</u>. <u>Compatible sui generis uses may also be considered appropriate</u>. <del>that may include residential development.</del></p> <p><u>Any proposed individual retail business or other use that has a net floor area exceeding 280 square metres will need to demonstrate through an impact assessment that it would 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 delivery and future vitality and viability of the town centre or the successful delivery</u></p>



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			<p>of allocated <del>employment</del> 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. 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.</u></p> <p>Any proposals for residential development within the mixed use area must demonstrate adaptability of the ground floor <b><u>ground floor adaptability</u></b> to allow conversion to units that could be used for <b><u>business</u></b> 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 '<b><u>meanwhile uses</u></b>' for temporary community or commercial development that are compatible with the character, appearance and location of the site.</p>

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			<p><del>3. Formal open space recreational land of an area of at least 1.7 hectares.</del></p> <p><del>4. Amenity open space on an area of land of at least 0.6 hectares</del></p> <p><del>5. Formal play space with facilities for children and youth on an area of land totalling 1800 square metres</del></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"> <li>• <u>Formal Open Space (at 1.0ha)</u></li> <li>• <u>Formal play space for children and youth (at 0.1ha)</u></li> <li>• <u>Allotments (at 0.25ha)</u></li> <li>• <u>Amenity Open Space (at 0.35ha)</u></li> </ul> <p><del>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.</del></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>

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			<p><del>Development of the Grange expansion area of Cranbrook will require the undergrounding 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.</del></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> <del>CB15</del> is also safeguarded. SANGS provision in line with Policy <u>CB14</u> <del>CB15</del> 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 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
MM9	Policy CB6	Policy CB6	<p>CB6 Cranbrook Infrastructure Delivery</p> <p>Residential Development that is proposed within the Cranbrook <u>Plan Area Built-up Area Boundary</u> must demonstrate that it will meet the likely demands of future occupiers/users of its housing by delivering, either in full or where necessary in part, the identified infrastructure <u>from the 4 categories identified</u>. <u>This infrastructure</u> that is necessary to achieve a healthy, active, integrated and friendly self-reliant community.</p> <p><del>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.</del></p> <p><b><u>Category 1</u></b></p> <p><b><u>Physical Infrastructure to be provided/funded by all development. <del>and which is directly relevant to each on-plot dwelling.</del></u></b></p> <p><del>To deliver components within this category, proportionate contributions must be provided by all development that is proposed within the Cranbrook Plan</del></p>

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			<p><u>Area:</u> 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"> <li>• <u>Open space</u> (for each of the typologies and at the rates set out in Policies CB2 – CB5 inclusive)</li> <li>• <b><u>Biodiversity net gain</u></b> (in accordance with Policy CB26)</li> <li>• <u>SANGS</u> delivery and enhancement (in accordance with Policy CB14)</li> <li>• <u>Carbon reduction measures</u> (in accordance with Policy CB12)</li> <li>• <u>Connection with the District Heat network</u> (in accordance with Policy CB12)</li> <li>• <u>EV charging</u> (in accordance with Policy CB19)</li> </ul> <p><b><u>Category 2</u></b></p> <p><b><u>Contributions necessary from all development towards</u></b></p> <ul style="list-style-type: none"> <li>• <u>SANGS</u> management and maintenance (in accordance with Policy CB14)</li> <li>• <u>Off Site habitat mitigation</u> (in accordance with Policy CB14)</li> <li>• <u>Travel planning</u> (in accordance with Policy CB18)</li> </ul> <p><b><u>Category 3</u></b></p> <p><b><u>2- Infrastructure which is site specific must be delivered in full by developers of the relevant expansion area. <del>to a particular expansion area (under policies CB2 to CB5 inclusive)</del></u></b></p>

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			<p><del>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.</del></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 <b>parameter plans</b>.</u></p> <p><b><u>Bluehayes</u></b> (in accordance with Policy CB2)</p> <ol style="list-style-type: none"> <li>1. <u>2 Form Entry Primary school and associated land**</u></li> <li>2. <u>London Road Improvements (CB24)</u></li> </ol> <p><b><u>Treasbeare</u></b> (in accordance with Policy CB3)</p> <ol style="list-style-type: none"> <li>1. <u>2 Form Entry Primary school and associated land**</u></li> <li>2. <u>Sports pitches and associated land</u></li> <li>3. <u>Serviced land for tennis courts with flood lighting, pavilion and changing rooms, and AGP.</u></li> <li>4. <u>Energy Centre land (in accordance with Policy CB13)</u></li> </ol> <p><b><u>Cobdens</u></b> (in accordance with Policy CB4)</p>

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			<p>1. <u>3 Form Entry Primary school and associated land</u></p> <p>2. <u>Serviced land for a SEND School</u></p> <p>3. <u>Sports pitch and associated land</u></p> <p>4. <u>Serviced land for a cemetery</u></p> <p>5. <u>Serviced land for both a place of worship and parsonage</u></p> <p>6. <u>London Road Improvements (CB24)</u></p> <p><b><u>Grange</u></b> (in accordance with Policy CB5)</p> <p>1. <u>Community Building</u></p> <p>2. <u>London Road Improvements (CB24)</u></p> <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><b><u>Category 4</u></b></p> <p><b><u>Infrastructure for which contributions are which forms common infrastructure and is necessary for the proper functioning of the Cranbrook expansion areas. town but which is not necessarily attributable to a single expansion area.</u></b></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</p>

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			<p>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"> <li>1. <u>Fire station</u></li> <li>2. <u>Children’s centre and Youth centre fit out</u></li> <li>3. <u>Extra Care provision contributions</u></li> <li>4. <u>Health and Wellbeing hub contributions</u></li> <li>5. <u>Leisure centre contributions</u></li> <li>6. <u>Library fit out</u></li> </ol> <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"> <li>1. <u>Offsite walking and cycling enhancements (CB18)</u></li> <li>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></li> <li>3. <u>4 no. Tennis Courts with Flood lighting (CB3)</u></li> </ol>



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			<p>4. <u>Secondary school education contributions (Devon County Council)</u></p> <p>5. <u>SEND school provision contributions (Devon County Council)</u></p> <p>6. <u>Shared cars and e bikes (CB18)</u></p> <p>7. <u>Sustainable transport enhancements (CB9)</u></p> <p><del>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.</del></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 <b>excess housing numbers</b> 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><del>Built-up Area Boundary must make a proportionate financial contribution to outstanding unfunded or not fully funded infrastructure.</del></p>
MM10	Paragraph 3.45	Paragraph 3.46	<p><del>To effect a this a 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.</del></p>

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			<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"> <li>• <u>Road junctions and associated highway works</u></li> </ul> <p><u>Treasbeare</u></p> <ul style="list-style-type: none"> <li>• <u>Road junctions and associated highway works</u></li> <li>• <u>Noise mitigation measures required as a result of proximity to the airport</u></li> <li>• <u>5 pitch Gypsy and Traveller site</u></li> </ul> <p><u>Cobdens</u></p> <ul style="list-style-type: none"> <li>• <u>Road junctions and associated highway works</u></li> <li>• <u>10 pitch Gypsy and Traveller site</u></li> </ul> <p><u>Grange</u></p> <ul style="list-style-type: none"> <li>• <u>Road junctions and associated highway works</u></li> </ul>

## Policy CB7 – Phasing

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM11	CB7 Phasing	CB7 Phasing	<p>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 <u>(or <b>parameter plan area</b>) as part of an outline or detailed planning application.</u></p> <p>Phasing strategies must demonstrate how social, community and physical facilities and infrastructure, including Suitable Alternative Natural Green Space, as well as <b>employment</b> 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><del>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.</del></p> <p><del>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 <b>four</b> expansion areas set out in policies CB2 – CB5 inclusive. The second primary</del></p>

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			<p><del>school must be completed and handed over to the education provider no later than:</del></p> <ul style="list-style-type: none"> <li><del>• 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</del></li> </ul> <p><del>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</del></p> <p><del>Each phasing strategy must ensure that an overall co-ordinated approach to delivery is achieved across the Cranbrook Plan Area as a whole.</del></p> <p><del>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</del></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>

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			<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 750<sup>th</sup> 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 750<sup>th</sup> 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 30<sup>th</sup> dwelling*. The second primary school must be delivered before the first occupation of the 1650<sup>th</sup> dwelling* in the event that the 420 place primary school is delivered first or the 2500<sup>th</sup> 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>

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MM12	Insert after paragraph 3.51	Paragraph 3.55 - 3.56	<p><u>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 <b>lead developers</b> 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>

**Policy CB8 – Cranbrook and Broadclyst Station Built-up Area Boundaries – No modifications proposed****Policy CB9 – Public Transport Enhancement**

<b>Main Modification Reference</b>	<b>Original Chapter/ Policy Reference</b>	<b>New Chapter/ Policy Reference</b>	<b>Main modification</b>
MM13	CB9 Public Transport Enhancement	CB9 Public Transport Enhancement	<p><b><del>Rail Infrastructure</del></b></p> <p><del>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.</del></p> <p><b><del>Bus infrastructure</del></b></p> <p><del>Provision shall be made for</del></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"> <li>• <u>Safeguarding of land as shown on the Policies Map for the future delivery of a second railway station;</u></li> <li>• <u>Enhanced bus capacity and routes, and a typical frequency of at least every 15 minutes</u></li> </ul> <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>

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			<p><u>In addition, and specifically for bus infrastructure the following measures shall also be provided:</u></p> <ul style="list-style-type: none"> <li>• <u>Primary roads though Cranbrook shall be designed to accommodate bus services to run on the primary routes at Cranbrook.</u></li> <li>• <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 <b>employment</b> areas.</u></li> </ul> <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><u>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.</u></p>



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

<b>Main Modification Reference</b>	<b>Original Chapter/ Policy Reference</b>	<b>New Chapter/ Policy Reference</b>	<b>Main modification</b>
<b>MM14</b>	<b>CB10 -</b> Safeguarding of Land for a Second Station	N/A	<p><del><b>CB10 Safeguarding of Land for a Second New Station at Cranbrook</b></del></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>

## Policy ~~CB11~~ now renumbered CB10 – Cranbrook Affordable Housing

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM15	CB11 <b>Cranbrook Affordable Housing</b>  (5 <sup>th</sup> paragraph only)	<del>CB11</del> CB10 <b>Cranbrook Affordable Housing</b>  (5 <sup>th</sup> paragraph only)	<p>Affordable housing will be required on residential developments within the built-up area <del>boundary</del> <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 <del>the</del> <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% <del>intermediate</del> <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 <del>will</del> <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>
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### Policy ~~CB12~~ now renumbered CB11 – Cranbrook Custom and Self-build housing

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM16	<p><b>CB12 Cranbrook Custom and Self-build housing</b></p> <p><b>2<sup>nd</sup> and 3<sup>rd</sup> paragraph</b></p>	<p><del>CB12</del> <b>CB11 Cranbrook Custom and Self-build housing</b></p> <p><b>2<sup>nd</sup> and 3<sup>rd</sup> paragraphs</b></p>	<p><del>Not less than 4% of the total number of dwellings proposed in each of the individual Expansion Areas in policies CB2-CB5 inclusive, must be delivered as custom and self-build plots and their delivery recognised within the phasing strategy in accordance with the relevant phasing strategy agreed through Policy CB7. The delivery of self and custom build plots within each of the Expansion Areas must include a proportion of plots as affordable housing which are to be secured through legal agreements.</del></p> <p><del>Where the Local Planning Authority can demonstrate that demand for custom and self-build housing at Cranbrook is higher than 4% of the total dwellings of the unconsented Expansion Areas as part of an annual review of demand, the level of</del></p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
			<p><del>delivery of custom and self-build on an application site must meet the higher level of identified demand unless it can be demonstrated that to do so would render a development unviable.</del></p>
<b>MM17</b>	<p><b>Para 3.73</b></p> <p><b>Insert after Para 3.83</b></p>	<p>Para 3.78</p> <p>Para 3.89</p>	<p>A legal definition of self and custom build housing is contained within the Self-build and Custom House Building Act 2015 (as amended) and is summarised in the National Planning Policy Framework as 'Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual.' The Act states that this definition does not include the building of a house on a plot acquired from a person or company who builds the house wholly or mainly to plans or specifications decided or offered by that person or company. This would normally rule out properties offered by <u>volume</u> house builders as standard house <del>type with little</del> <u>types have little</u> or no opportunity for customisation. <u>However, where it can be demonstrated that the initial owner (occupier) of the house will have a primary input into its final design and internal layout then this approach would comply with the definition of customisation. Evidence for this scope of input will be required and will be secured as part of any permissions granted.</u></p> <p><u>***</u></p> <p><u>Policy CB10 (Cranbrook Affordable Housing) sets a minimum requirement of 15% of housing being made available for split 70% social and affordable rented accommodation and 30% affordable home ownership. Where affordable custom and self-build housing is delivered, this will count towards the Council's overall affordable housing requirements for the Cranbrook Plan.</u></p>

## Policy ~~CB13~~ now renumbered CB12 – Delivering Zero Carbon

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
<b>MM18</b>	<b>CB13 Delivering Zero Carbon</b>  <b>Paras 1-3 and bullet point 1</b>	<del>CB13</del> CB12 <b>Delivering Zero Carbon</b>  <b>Paras 1-3 and bullet point 1</b>	<p>Detailed development proposals will be required to submit for approval a Carbon Reduction Plan that sets out how the development will deliver carbon savings contributing towards the overall plan vision to “<b>deliver a truly <u>zero carbon new town</u></b>” in line with the <b>Energy Hierarchy</b>.</p> <p>Unless specified by policy elsewhere, all developments which propose the construction of new homes or non-residential floorspace must demonstrate that they:</p> <ol style="list-style-type: none"> <li>1. <b>Minimise the need to travel</b> and where necessary enable travel by low carbon means through: <ol style="list-style-type: none"> <li>a) Designing neighbourhoods around 400m walkable zones so that <u>most</u> occupiers are located within walking distance of basic services and facilities*;</li> <li>b) Being served by good quality walking and cycling links and regular public transport routes;</li> <li>c) Having high quality gigabit-capable digital connectivity in-built; and</li> <li>d) Being effectively masterplanned in accordance with active design principles.</li> </ol> </li> </ol>

**Policy ~~CB14~~ now renumbered CB13 – Safeguarding of land for energy uses**

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM19	<p><b>Policy CB 14</b>  <b>Safeguard-ing of land for Energy uses</b></p> <p><b>Insertion of para 2</b></p> <p><b>Para 3.95</b></p>	<p><b>Policy <del>CB-14</del> CB13</b>  <b>Safeguard-ing of land for Energy uses</b></p>	<p><u>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 <b>employment</b> (excluding retail) uses.</u></p>
MM20		Paragraph 3.100	<p>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 <del>CB13</del> <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>3.53</u>-hectares of land is safeguarded in close proximity to the existing Energy Centre for delivery of proposals that can facilitate this transition.</p>

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

<b>Main Modification Reference</b>	<b>Original Chapter/ Policy Reference</b>	<b>New Chapter/ Policy Reference</b>	<b>Main modification</b>
<b>MM21</b>	<p>CB15 <b>Delivery of Suitable Alternative Natural Green Space (SANGS)</b></p> <p><b>Affecting Policy title, paras 1- 3 and the insertion of a new paragraph 4.</b></p> <p><b>In addition changes to</b></p>	<p><del>CB15</del> <u>CB14</u> <u>Habitat mitigation and Delivery of Suitable Alternative Natural Green Space (SANGS)</u></p>	<p><del>CB15</del> <u>CB14 Habitat mitigation and Delivery of Suitable Alternative Natural Green Space (SANGS).</u> *** <del>100 hectares of land is safeguarded for Suitable Alternative Natural Green Space (SANGS) on the Cranbrook Policies Map.</del></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 <del>prior to</del> <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>

	<ul style="list-style-type: none"> <li>• <b>Bullet 'h)'</b></li> <li>• <b>Para 6</b></li> <li>• <b>Deletion of para 9</b></li> </ul>		<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><del>Accompanying applications for the provision of.</del> <u>Applications which propose SANGS development shall be supported by an appropriate delivery, enhancement and management strategy which shall include a masterplan.</u></p> <p>***</p> <p><del>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.</del></p>
<b>MM22</b>	<b>Para 3.104</b>	Para 3.109	<p>The policies map shows around 128ha of land as being <del>allocated</del> <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>



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

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM23	CB16 Design Codes and Place making	<del>CB16</del> -CB15 Design Codes and Place making	<p>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> <del>and which has been developed in advance of the detailed applications.</del> 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 <del>of this Cranbrook Plan</del> and how they comply with the following 12 principles adapted from <del>Building for Life</del> <u>Building for a Healthy Life:</u></p> <ol style="list-style-type: none"> <li>1. <b><u>Natural Connections</u></b> – The scheme shall demonstrate integration with existing connections and the creation of new ones whilst respecting existing buildings and land uses around the site;</li> <li>2. <b><u>Walking cycling and public transport</u></b> – <u>Proposals shall address the importance of active travel through carefully designed and justified layouts which help to put “health into place”</u></li> <li>3. <b><u>Facilities and services</u></b> – Development shall demonstrate safe and convenient access to a range of community facilities;</li> <li>3. <b><u>Public transport</u></b> – <del>Development shall provide for good access to public</del></li> </ol>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
			<p>transport and evidence how it can reduce car dependency;</p> <p>4. <del>Local Housing Requirements</del> <b>Homes for everyone</b> – 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;</p> <p>5. <del>Character and heritage</del> 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;</p> <p>5. <del>Working with the site and its context</del> <b>Making the most of what's there</b> – 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;</p> <p>6. <b>A memorable character</b>– 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;</p> <p>7. <b>Creating well defined streets and spaces</b> – 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></p> <p>8. <b>Legibility</b> – routes and connections shall be provided in such a way that it is easy to find your way around the growing settlement;</p> <p>9. <del>Streets for all</del> <b>Healthy Streets</b> – streets shall be designed to <u>prioritise pedestrians and cyclists, promoting active travel in a way to encourage low</u></p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
			<p>vehicle speeds, be accessible and legible for all users and <u>and allowing</u> these spaces to function as social spaces;</p> <p>10. <b>Cycle and Car parking</b> – <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;</p> <p>11. <del>Public and Private spaces</del> <b>Green and Blue infrastructure</b> – 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> <p>12. <del>External storage and amenity space</del> <b>Back of pavement/front of home</b> – development shall ensure that <u>these spaces are properly designed</u> and that homes are <u>it is provided with adequate external storage space for amenity to provide for uses such as clothes drying; refuse and recycling storage and cycle parking.</u> <del>bins, refuse and recycling; cycle parking provision and outside amenity space for clothes drying.</del></p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM24	para 4.4 4.6; and 4.9	para 4.4 4.6; and 4.9	<p>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></p> <p>***</p> <p><del>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</u></del></p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
			<p><u>"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 <del>Building for Life 12</del> <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 <del>Building for Life 12</del> <u>Building for a Healthy Life (BHLBfL12)</u> comprises 12 <del>easy to understand questions</del> <u>sections</u> that are designed to be used as a way of structuring discussions about a proposed development. There are four <del>questions</del> <u>sections</u> in each of the three chapters:  <del>Integrating into the neighbourhood</del> <u>Integrated Neighbourhoods</u>  <del>Creating a place</del> <u>Distinctive places</u>  <del>Street and home</del> <u>Streets for all</u></p>

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

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

**Policy ~~CB19~~ now renumbered CB18 – Coordinated sustainable travel**

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM25	Policy CB19 Co-ordinated sustainable travel	Policy <del>CB19</del> CB18 Co-ordinated sustainable travel	<p>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> These 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><b>Travel Plan</b></p> <p><u>A Travel plan will be required for all developments that when completed will result in the creation of <b>employment</b> 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 <b>employment</b> 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><b>Shared Cars and Electric Bicycles</b></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"> <li>• Each of the mixed-use areas and/or neighbourhood centres identified in the <b><u>four expansion areas</u></b> under policies CB2 – CB5 inclusive;</li> <li>• In the Town Centre; and</li> <li>• In the <b><u>employment</u></b> allocation in the Treasbeare expansion area.</li> </ul> <p>Facilities shall be delivered in each of the areas identified (at the ratios set out) <del>by the respective developments.</del></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 <b><u>employment</u></b> 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>
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**Policy ~~CB20~~ now renumbered CB19 – Plug-In and Ultra-low emission vehicle charging – No proposed modifications**

## Policy ~~CB21~~ now renumbered CB20 – Parking at Cranbrook

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM26	<p><b>Policy CB21</b></p> <p>Final paragraph only</p>	<p><b>Policy <del>CB21</del> CB20</b></p> <p>Final paragraph only</p>	<p>All destinations that will attract regular visitors, including the town centre and facilities within it and <b>employment</b> facilities, will need to have dedicated safe, secure and covered cycle parking provision. <del>of a scale appropriate to the use and location.</del></p> <p><u>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></p>
MM27	<p><b>Paragraph 4.42</b></p> <p><b>(this paragraph is split and new paragraph inserted)</b></p>	<p><b>Paragraph 4.42 – 4.44</b></p>	<p><del>Future To ensure future development will need to be</del> <u>is supported by parking that is adequate and appropriate parking provision for both cars and bicycles. This provision will be expected to address all user needs and to meet relevant standards which are explored in the following paragraphs.</u></p> <p><del>The Council will publish additional practical guidance on the application of parking standards through a supplementary planning document SPD. In the meantime wWhen determining applications regard will be had given to standards set out in 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 existing guidance from Devon County Council (as is the present situation) in order to allow for regular review. It is expected that the 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.</del></p>



~~In the absence of an SPD,~~ In any event an approach of lower car parking standards near town centre uses and a limited school parking policy approach is considered appropriate.

### Policy ~~CB22~~ now renumbered **CB21 – Cranbrook Town Centre**

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
<b>MM28</b>	<b>CB22 Cranbrook Town Centre</b>  <b>Paras 1 – 6; Para 8; &amp; Paras 10-11</b>	<del>CB22</del> <b>CB21 Cranbrook Town Centre</b>  <b>Paras 1 – 6; Para 8; &amp; Paras 10-11</b>	<p>As a Healthy New Town, which is self-supporting and capable of meeting most of its own retail, commercial, <u>educational</u>, economic, <u>leisure</u>, 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 <del>on upper floors</del>), 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.</p> <p>To achieve this, the town centre <del>should</del> <u>will</u> be focussed around a market square which is <u>will be</u> 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.</p> <p>The town square will <del>be designed as a multi-functional space to accommodate</del> the following as a minimum:</p> <ol style="list-style-type: none"> <li>1. Ability to host markets and events; and</li> <li>2. Seating and social space to encourage activity; and</li> <li>3. High quality public realm which supports the function of the town centre.</li> </ol>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main 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"> <li>• A Health and Wellbeing hub</li> <li>• Leisure centre</li> <li>• Civic centre (Town Council Offices)</li> <li>• Library</li> <li>• Children’s centre</li> <li>• Youth centre</li> <li>• Extra Care housing (<u>minimum 55 beds</u>)</li> </ul> <p>In addition proposals which come forward and are located within the Town Centre as defined on the policies map, for both <del>retail and non-retail uses (with particular encouragement being given to uses falling within Classes A1, A2 and A3</del> <u>business use (uses falling within Class E) and those of the Town and Country Planning (Use Classes Order) 1987 (as amended)) 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</u></p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
			<p><del>the public, there shall be a maximum of 25% of units within the town centre being hot food takeaways. 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.</del></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 <b><u>meanwhile uses</u></b> will be encouraged.</p> <p><del>Such development</del> <u>Such uses</u> would need to demonstrate that <del>it</del> <u>they</u> can contribute to the future vitality and viability of the town centre and be laid out so that <del>it</del> <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>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM29	Paragraph 4.56	Paragraph 4.58	<del>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.</del>

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

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM30	<b>Policy CB23 Residential Development in the Town Centre and Neighbourhood Centres</b>  <b>Para 1 &amp; Para 3; 4 (deleted) &amp; 5</b>	<b>Policy <del>CB23</del> CB22 Residential Development in the Town Centre and Neighbourhood Centres</b>  <b>Para 1 &amp; Para 3 - 4</b>	Residential development, specifically on upper floors above shops and other commercial <u>business</u> premises, will be expected <u>within the</u> 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 <u>employment</u> .  *** Where it can be demonstrated that land <del>on the periphery of</del> in the town centre area is not required for retail, commercial or community uses, some limited high density residential accommodation <del>will</del> <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

			<p>floor of dwellings to allow conversion to units that could be used for <b><u>business</u></b> and retail activities in the future if required.</p> <p><del>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.</del></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></p> <p><del>financial contributions toward outstanding unfunded or not fully funded infrastructure at Cranbrook as detailed in policy CB6.</del></p>
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### Policy ~~CB24~~ now renumbered CB23 – London Road Commercial and retail proposals

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
MM31	<b>Policy CB24 London Road Commercial and retail proposals</b>	<b>Policy <del>CB24</del> CB23 London Road Commercial and retail proposals</b>	<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</u>

	<b>Paragraph 3</b>	<b>Paragraph 3</b>	<p><u>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.</u></p>
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### Policy ~~CB25~~ now renumbered CB24 – London Road Improvements

<b>Main Modification Reference</b>	<b>Original Chapter/ Policy Reference</b>	<b>New Chapter/ Policy Reference</b>	<b>Main modification</b>
<b>MM32</b>	<b>Paragraph 4.67</b>	<b>Paragraph 4.69</b>	<p>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</u></p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
			<p><del>the separate master plans for Treasbeare and Bluehayes are prepared and considered. 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.</del></p>

**Policy ~~CB26~~ now renumbered CB25 – Allotments – No proposed modification**

**Policy ~~CB27~~ now renumbered CB26 – Landscape Biodiversity and Drainage**

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
<b>MM 33</b>	<p><b>Policy CB 27 LBDS</b></p> <p>Bullet 2</p>	<p><b>Policy-<del>CB 27</del> CB26 LBDS</b></p> <p>Bullet 2</p>	<p>2. Be prepared in conformity with landscape character, biodiversity and sustainable drainage guidance <u>and deliver at least 10% <b>biodiversity net gain</b>;</u></p>
<b>MM 34</b>	<b>Paragraph 4.87</b>	<b>Paragraph 4.87</b>	<p>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</u></p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
			<p>requirement of criteria 2 within Policy CB26 to deliver <b>biodiversity net gain</b>. <u>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, habitat connectivity within the site and adjacent habitats is promoted, and that long term nature conservation values of the site are secured.</u></p>

**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
MM 35	New section	Glossary	<p><u>Glossary</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:</p> <p><b><u>Biodiversity net gain</u></b> – 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).</p> <p><b><u>Business</u></b> – 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.</p> <p><b><u>Constituent Developers</u></b> – 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>.</p> <p><b><u>Employment</u></b> – any use or development which facilitates the undertaking of trade, service or related commercial activity.</p> <p><b><u>Excess housing numbers</u></b> – are those in addition to the housing numbers expected to be delivered in a particular sub parcel.</p>

Main Modification Reference	Original Chapter/ Policy Reference	New Chapter/ Policy Reference	Main modification
			<p><b><u>Four expansion areas</u></b> – references the expansion areas set out within this policy document and identified through Policies CB2 – CB5 (inclusive) – namely Bluehayes, Treasbeare Cobdens and Grange.</p> <p><b><u>Ground floor adaptability</u></b> – 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><b><u>Lead Developer</u></b> – A developer who controls at least 80% of a particular expansion area. Where such a developer exists, requirements in relation to parameter plans 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><b><u>Meanwhile uses</u></b> – 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</p>

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			<p><u>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</u></p> <p><b><u>Parameter Plan Area</u></b> – The part of the relevant expansion area covered by <b><u>parameter plans</u></b>.</p> <p><b><u>Parameter Plans</u></b> – A comprehensive set of plans either prepared jointly by all constituent developers or lead developer 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>