

Cranbrook, Devon

Key details

Name	Cranbrook new town
Location	East Devon
Number of dwellings	Up to 2,900 in total (1,100 in Phase 1; 590 in Phase 2; with potential for further expansion to around 6,500)
Date first homes sold	Summer 2012.
Homes delivered to date	1,300 by 2017, in Phases 1 and 2
Percentage of affordable homes	30% including over 10% social rented (amended to 25% in Phase 2)
Average house price	£272,000
Walking distance to railway station	7 minutes (from Phase 1; up to 25 minutes from other parts of Cranbrook)
Housing density	Parcel density of 45 dph (phase 2)
Developer's catchphrase	"Completely contemporary, decidedly Devonian, totally YOU!"



Background and context of development

Cranbrook is a major new town to the east of Exeter, being developed by the Exeter and East Devon Growth Point, a partnership of local government, the Homes & Communities Agency and various

private sector partners. Having received planning consent in 2010, the first Phase of Cranbrook is now complete and construction is well underway on the second phase and other areas. The original concept of Cranbrook is as an eco-town.

As well as Cranbrook new town, the growth point also includes many other developments. At the nearby Exeter International Airport, there will be expansion of the airport with a new terminal building, a Flybe aviation training facility, a Hampton by Hilton Hotel, and Skypark, a Sustainable Business Park with over 1.4 million sq ft of office and industrial space. Other plans include an intermodal freight terminal, a new Exeter Science Park and some major urban extensions for Exeter. A combined heat and power scheme will service Cranbrook and Skypark. Associated road schemes include improvements to two M5 motorway junctions and the Clyst Honiton bypass.



Set in a greenfield site in rural East Devon, Cranbrook is within easy commuting distance of Exeter. The development of the town is divided into Phases, with Phase 1 being to the west, close to the station. The town centre will be just to the east of Phase 2, which has a density of 45 dwellings per ha. Applications have also been submitted for the southern expansion of Cranbrook, with a further 1,200 homes, 9.2 ha of employment development and a sports hub among other features.

According to the original s106 agreement. Phase 1 will consist of 20% social rented and 10% HomeBuy dwellings. In all other phases, 30% of dwellings were to be affordable, including at least 10% social rented and the remainder HomeBuy. For Phase 2, this was later amended such that 25% of homes would be affordable, based on the updated viability assessment and the fact that changes to the affordable housing funding regime mean that grant funding is no longer available.

Devon County Council has received complaints about the quality of the completed homes in Cranbrook, while the landscaping of community space has followed after the construction of homes rather than before it.



Public Realm

Urban trees	Very few, particular locations only
Grass verges	On a few streets
Front gardens	On some streets
Back gardens	Yes, plus some parking courts

Public transport accessibility

A 2016 survey by East Devon District Council found that 46% of households own one car or van, 44% have two and 7% have three. The survey found that 75% of commuters travel to work as a driver or passenger in a car or van, while 11% use public transport, 2% walk and 4% cycle. In comparison to other Devon towns, public transport usage is high, beaten only by Exeter and Dawlish at 12%. However vehicle usage for food shopping is very high at 92%.



A new £5 million train station was opened in December 2015 to serve Cranbrook, two years later than originally planned. It is sited close to the first phase of the new town, but with two fields

separating it from the residential area. The station, which can accommodate 6-car trains, has a 150 space car park, bicycle parking and bus and taxi facilities, although the bus stop is not currently served by any buses. The developers paid £3 million towards the cost of the railway station.

Devon County Council is also developing the case for a second new train station to serve the eastern part of Cranbrook; this will be dependent on availability of funding, but Devon has a good record in achieving funding for new stations.



The Exeter-Ottery St Mary bus route that passes through Cranbrook has been improved and Cranbrook now has a half-hourly bus service to Exeter on Mondays to Saturdays. The bus route is within a 400m walk of the majority of the dwellings. However, other destinations such as Exeter International Airport (only two miles from Cranbrook) are not served.

Parking provision is a mix of on-plot parking spaces to the front and side of the houses, garages, and parking courts at the rear, with limited street parking. In Phase 1 some residents had concerns about the lack of parking spaces, the distance from allocated parking bays to homes, and garages that were too small for cars to fit in them. The parking arrangements in Phase 2 were amended 'to include more informal and on street parking and allocated visitor parking'. This included parallel parking along the Main Local Route and wider mews streets with more obvious parking bays.

Destination	Company	Route numbers	Weekday daytime frequency	Weekday evening frequency	Saturday frequency	Sunday frequency	Travel time	Location of bus/train stop	Last return time
Cranbrook train station	No buses currently visit the bus stop at the station	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Exeter International Airport	Currently no direct link to the airport	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Exeter (by bus)	Stagecoach (improved service)	4/4A/4B	Every mins 30	Every mins 30	Every mins 30	Hourly	29 mins	Several within Cranbrook	23:10
Exeter (by train)	South West Trains	New station	Hourly	Hourly	Hourly	Hourly	15 mins	500m distant from residential area	22:57

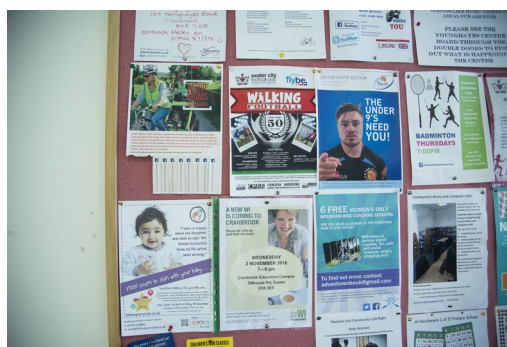
Cycle links between Cranbrook and Exeter are aided by the £3.75m Redhayes pedestrian and cycle bridge over the M5, which opened in 2011 in an Exeter and East Devon Growth Point led infrastructure project to link to Exeter Science Park. Closer to Cranbrook, this is followed by a less appealing shared-use pavement along the London Road. East Devon District Council is looking into the possibility of building a cycle route alongside the railway line from Cranbrook to Exeter. The Masterplan for Cranbrook Phase 2 includes 'dedicated cycle routes and footpaths' along either side of the Main Local Route through the development.

Local Facilities

In the 18-24 months after the first residents moved into Cranbrook in summer 2012, there was no social or community infrastructure and the lack of healthcare provision or shops was seen as contributing to social isolation, particularly for more vulnerable residents such as social housing occupants.



There is now a small row of shops in the centre of Phase 1, including a Cooperative supermarket, a takeaway, an estate agents and an independent cafe. The volunteer-run Younghayes Computer Suite and library is housed next door within the Younghayes Community Centre, and opened in 2014. The first Primary School is also close by.



Further east, Cranbrook Education Campus provides for nursery, primary and secondary education. In the absence of a proper leisure centre, there is an outdoor sports pitch here and limited leisure facilities are available, including exercise classes. A skateboard park is planned for the town, and allotments are set to be provided by the developers once the threshold of 2,000 occupations has been reached.

Fibre to the Premises (FTTP) broadband provision is being rolled out to each house in Cranbrook, making it the first copper-free town in England.

Type of facility	Plans and current state of progress within development	Built yet within site?	Closest example	Estimated time to reach nearest example outside development			
				Walking	Cycling	Driving	Public transport
Convenience store	Cooperative	Yes					
Café / restaurant	@143 café Cranbrook	Yes					
Drinking establishment	The Cranberry Farm opened 2017	Yes					
High street shops	There are 6 shops in phase 1; there will be more in the town centre	No	Exeter	Not practical	38 mins	24 mins	20 mins by trains
Supermarket	Cooperative opened 2015	Yes					
Nursery	Cranbrook Education Campus	Yes					
Primary school	St Martin's Primary School and Cranbrook Education Campus	Yes					
Secondary school	Cranbrook Education Campus	Yes					
Park	Cranbrook Country Park	Yes					
Playground	Next to the primary school	yes					
Playing fields	Cranbrook Education Campus	Yes					
Tennis courts	Cranbrook Education Campus	Yes					
Leisure centre	Currently facilities at Cranbrook Education Campus are available outside school hours. Plans for southern expansion include a Sports Hub	Partial	For further facilities, David Lloyd Exeter or Ottery St Mary Leisure Centre	Not practical	26 mins (David Lloyd)	10 mins (David Lloyd)	19 mins (to Ottery St Mary leisure centre)
Swimming pool	No plans known	No	Pyramids swimming and leisure, Exeter	Not practical	33 mins	18 mins	29 mins
Wildlife area	Country Park provided as part of the development	Yes					
Community Centre	Younghayes Centre opened in Oct 2013.	Yes					
Daytime / evening classes	Exercise classes at Cranbrook Education Campus; parent and child classes at Younghayes Centre	Yes					
Medical facilities	Cranbrook Medical Centre opened in April	Yes					

	2015						
Post office	Cranbrook Post Office	Yes					
Library	Younghayes Computer Suite and Library (volunteer-run interim library). A permanent library (at least 450 sq.m) is planned in the town centre	Partial	Closest Devon County Council library is Clyst Vale Library	41 mins	11 mins	5 mins	No direct link
Co-working space	No plans known	No	The Generator, Exeter	Not practical	35 mins	20 mins	31 mins

Developer contributions

There are a wide range of developer S106 contributions. The table below shows the contributions listed in the 2010 s106 agreement ('the principal agreement') and its 2014 variation. Only the contributions relating to transport and highways are shown here.

If AM peak traffic flows exceed an agreed trip rate of 0.42 vehicles per hour per occupied dwelling then DCC can demand a mitigation contribution of up to £150,000 for traffic reduction measures and improvements to bus services.

Contribution	Purpose	Amount	Paid to	Current status / Payment Plan
Bus service contribution	To fund bus services to the development, with peak service of 3 buses per hour in years 2-6 if feasible	£1.7 million in 7 payments	DCC	
Bus detection contribution	For provision of facilities on buses allowing real-time customer information	£62,000	DCC	
Railway station design contribution	Towards the design of the railway station	£50,000	DCC	Prior to commencement of development
Railway station contribution	Towards the design and construction of the railway station	£2.95 million max	DCC	Schedule depends on when the station is completed
Public transport interchange contribution	Either improving Honiton Road P&R, or linking the P&R with a bus interchange facility, or railway station works	£40,000		
Junction 29 and 30 contribution	Highway improvement works including a new bus lane at M5 Junction 29 and widening works	£2 million		
Car club contribution	Paid to the owners of an appropriate car club	£10,000	An appropriate car club	
Crannaford crossing contribution	For works to improve Crannaford level crossing to improve its safety	£200,000		
A30 slip road commuted sum	To widen to two lanes the A30 east bound slip road at Airport Junction	The cost of the works	Highway Agency	See Schedule 2 of the Clyst Honiton Bypass and A30 Slip Road Agreement
Footpath Creation Contribution	Towards the cost of delivering footpath links to the land	£20,000	DCC	
Mitigation Contribution	Payable if one or more Trip Rate Notices are served	Up to £150,000	DCC	Trip rate notices are served if morning peak hour trips exceed the threshold of

				0.42 vehicles per hour per occupied dwelling
Monitoring Contribution	For the provision of Monitoring Equipment and data collection for vehicle trip rates to and from the site	£58,000		
Ramp Metering Contribution	For queue detection loops at A30 Airport Junction and associated traffic signal works	£150,000		
SUDS contribution	For the maintenance of the SUDS	£26,000 for each Phase		
Access and Parking Works Contribution	As paid (relating to railway station)	£2 million max		In 2014 Agreement
Crannaford crossing study contribution	To assess the safety of the Crannaford railway crossing	£100,000		In 2014 Agreement
Platform Works Contribution	To build railway station	£1,000,000 max		In 2014 Agreement
Residential Travel Plan Contribution		£12,000 per annum	DCC	In 2014 Agreement
Signage Contribution	For strategic road signs to Cranbrook	£40,000		In 2014 Agreement

Summary

Cranbrook is a major new town in an area which is seeing a great deal of urban expansion. Devon County Council has done well to get funding for Cranbrook's new railway station, which is a rare sight in new residential developments, although it's unfortunate that the station is outside the built-up area of the town. This is a far cry from what we've seen in the Netherlands, with new towns such as Houten designed with the train station and bicycle hub right in the centre of town, surrounded by shops and a pedestrianised market square.

Cranbrook has good access to Exeter city centre by public transport, but reaching other destinations such as Exeter International Airport is more difficult. A 2016 survey found that more than 50% of households own two or three cars, and the fact that parking provision was increased for Phase 2 suggests that this is greater than was expected for the town.

