

## **RESPONDENT – CRANBROOK LVA LLP – No. 145**

### **MATTER 10 SPECIFIC POLICIES**

#### **ISSUE 16: IS THE PROPOSAL TO UPGRADE THE LONDON ROAD THROUGH POLICY CB25 APPROPRIATE AND DELIVERABLE?**

##### ***Q139. Is the priority given to the upgrading of London Road appropriate and would it be deliverable given the competing demands on the use of funding generated from the development?***

It is considered that the upgrading of London Road can happen on piecemeal basis consistent with the DPD, as the areas of development either side of it are brought forward for development. The details for this will be agreed at the application stage for individual sites and implemented in accordance with those details. We therefore do not consider this to be a high priority infrastructure item in the context of the other infrastructure requirements.

Also, it is unclear what the London Road improvements are in terms of a specific infrastructure item for which contributions can be sought. It seems that as part of the determination of applications the details of the necessary access and crossing point, plus the design and appearance of frontages and public realm along London Road, will be agreed on a case by case basis. As such, these improvements can therefore be delivered on a case by case basis, as and when the development of land along London Road within the expansion areas is brought forward.

##### ***Q140. What is the timing of delivery and on what phase of development is it primarily dependant?***

There is a lack detail on the timing of delivery. As set out above, it seems to us that the upgrading works will happen on a piece-meal basis as and when developments are brought forward in each of the growth areas either side of the road. As such they are not dependent on any particular phase of the development.

##### ***Q141. How will proportionate financial contributions be defined?***

The policy is unclear on what the improvement works are; they seem to be undefined and will be determined on a case by case basis. As mentioned, the policy sets out how development proposals will not be permitted unless there are safe, convenient and attractive access and crossing places along London Road proposed, plus proposals for an attractive and pleasant public realm/frontage environment. It therefore seems that these improvements will be borne by each respective developer and therefore it does not seem possible for proportionate financial contributions to be sought as the policy indicates.

#### **Additional Question:**

##### ***AQ16. Are any Main Modifications proposed in relation to Issue 16?***

Remove final paragraph of the policy which sets out requirement for proportionate financial contribution.