

RESPONDENT – CRANBROOK LVA LLP – No. 145

MATTER 13 INFRASTRUCTURE PHASING

ISSUE 19: ARE THE INFRASTRUCTURE PHASING PROPOSALS THROUGH POLICY CB7 POSITIVELY PREPARED, JUSTIFIED AND EFFECTIVE?

Q155. Is the phasing strategy justified where the majority of land in three of the four expansion areas appears to be largely controlled by a single developer?

As the question sets out, the majority of land in the four expansions areas is largely controlled by a single developer. In view of this it is essential that sites such as Farlands are not tied to the delivery of this single developer or even a small consortium of large developers. We therefore suggest that the phasing strategy as set out is not justified. Development within the expansion lands (on sites like Farlands) should be allowed to come forward on a more bespoke basis where DPD compliance can be demonstrated and the site (as is the case with Farlands) comprises a relatively central parcel of land within their respective expansion area. This will allow early delivery, more diversity of developments and competition in the market place.

Q156. There is a time critical relationship referred to between school provision and funding via housing; how realistic is the delivery of the school?

This is unclear from the evidence base and we would suggest that the threshold set is not realistic. Interim solutions need to be found by the LPA and the County Council to address this issue. This could include (inter alia) seeking contributions toward transport, additional or temporary accommodation being sited in existing schools to help meet the requirements and responsibility of the Local Education Authority and ensure that development can proceed.

Q157. Phasing of the school by the 30th Dwelling inextricably links the four expansion areas; what is the rationale behind this approach?

We would suggest this approach goes against the very principles of positive planning. It prevents early delivery and the rationale behind this approach is not clear. Greater flexibility is needed to avoid delaying the delivery of the town. This could include (inter alia) seeking contributions toward transport, additional or temporary accommodation being sited in existing schools to help meet the requirements and responsibility of the Local Education Authority and ensure that development can proceed.

Q158. Should the primary school be completed prior to the first occupation of any new dwellings in these four expansion areas?

No – there is limited evidence to suggest that this is required and that other alternatives have been explored or considered as an interim measure to meet the need for education places. In the interests of delivering much needed housing and wider infrastructure for the town interim solutions should be sought. This could include (inter alia) seeking contributions toward transport or temporary

accommodation being sited in existing schools to help meet the requirements and responsibility of the Local Education Authority and ensure that development can proceed.

Q159. What is the mechanism for funding an additional station to serve the development? How robust is the Cobden's allocation without any certainty on the timing or provision of the station?

As has been set out in other representations, it does not appear that the delivery of the second station can be relied on and we would question whether this is truly necessary. If the station is not delivered it does not have a detrimental impact on the robustness of the Cobden's allocation per se – the remaining development that is envisaged can still come forward and will still be adequately served by public transport in the form of the existing train station and bus services.

Q161. If power lines cannot be placed underground, how might this affect the delivery of the Cobden's allocation?

This does not affect the delivery of the Farlands site. Housing can be delivered on site either with or without the pylons being undergrounded and design work has been undertaken to confirm this.

We would also point out that existing applications on both the Farlands site and the neighbouring Cobdens land were designed prior to the preparation of the DPD. They have therefore been designed to deliver a comprehensive scheme of redevelopment with the pylons retained in situ.

Additional Question:

AQ19. Are any Main Modifications proposed in relation to Issue 19?

Yes – the trigger requiring the delivery of the school by the 30th dwelling needs to be removed.