

**CRANBROOK PLAN DEVELOPMENT
2013-2031: February 2019**

**ANSWERS: Issues and Questions
For Examination
29 November 2019**

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Matter 13 Infrastructure Phasing

Issue 19 Are the Infrastructure Phasing Proposals Through Policy (CB7) Positively Prepared, Justified and Effective?

- Q152 The phasing of key infrastructure is not robust. It relies on developer finance and phasing.
- Q153 The infrastructure funding is crucial as it relies on the phasing of the 4 expansion areas, and not that the funding influences the phasing.
- Q154 The policy CB7 does not align with the Infrastructure Delivery Plan.
- Q155 The phasing strategy cannot be justified when the expansion area is controlled by a single developer.
- Q156 The delivery of the school is unrealistic.
- Q157 There is no rationale with the phasing of the school linking the 4 expansion areas.
- Q158 It is common sense that the primary school must be completed prior to the first occupation of any new dwellings.
- Q159 There is no mechanism for funding an additional station to serve the development and no funding investment in this area as the train provider is acutely short of funds.
- Q160 No feasibility to confirm that power, water and sewage capacity is in place.
- Q161 There is a problem if the power lines cannot be placed underground for the Cobdens allegation.
- Q162 The train loop at Cranbrook station is only a temporary measure to make the train line more efficient. The line will still be defective due to only having one line and the train provider and its rolling stock is defective.
- AQ19 The whole infrastructure of phasing requires to be rethought with additional finance to be provided other than from the developer to make the scheme practical.