

Comment Date: Thu 12 Dec 2019

The Committee considered planning application 14/2945/MOUT for the development of up to 260 houses, commercial/retail uses, public open space including youth sports pitch, vehicular access and associated infrastructure (outline application with all matters reserved accept access and accompanying Environmental Statement). Opposite Gribble Lane North of the B3174.

The Committee reviewed and concluded that the comments made 17 March 2016 when the planning application was last considered were still relevant.

The Committee noted that in the CTC response to the Cranbrook DPD they had raised concerns about neighbourhood shops along the B3174. Those concerns remain.

It was proposed by Cllr Steve Prime, seconded by Cllr Colin Buchan and resolved to support the application.

Comment Date: Thu 05 Dec 2019

The Committee reviewed the comments made 17 March 2016 when the planning application was last considered.

The Committee commented that a WWII radio station on the planned development area would not be retained, however, this was subject to the archaeological dig of the site. The Committee highlighted that the accompanying Environmental Statement had not yet been carried out.

The Committee noted that access had been altered to include access points to the East and North of the development.

The Committee commented that the proposed youth sports pitch was next to the current Ingrams Sports pitch. This facility would form a part of the Ingrams Site, separated by a hedge and connected by a pedestrian-link.

The Committee commented that the neighbourhood shops were proposed along the B3174. The Committee did not consider this to be appropriate, they noted the last Traffic assessment was 2014, when traffic conditions were calmer along the B3174. The Committee noted the principle of location for the retail element on the B3174 was subject to the DPD.

It was proposed by Cllr Steve Prime, seconded by Cllr Colin Buchan and resolved to support the application subject to the satisfactory resolution of the points from the previous committee meeting listed below:

- a) Pylons were shown as located across the site.
- b) Currently, the site is shown as featuring only one single access for the 250 proposed houses and this represents another access onto the B3174 (ref. Planning Committee's comments on planning applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT). Councillors were not satisfied that the single access was sufficient to serve the proposed number of houses.
- c) The site felt too dense and that a reduction in the number of proposed homes in the region of 200 to 220 would be preferable.

- d) Consideration should also be given to the number and size of parking spaces per house. Councillors stressed that at least two parking spaces should be allocated per house and that the garages needed to be of sufficient size to fit vehicles in them.
- e) It was also felt that more community facilities, e.g. shops or amenities, should be included.
- f) Furthermore, the current planning application did not reference how this proposed development related to the rest of Cranbrook and councillors highlighted that it should form part of the Masterplan exercise in order to ensure consistency across all proposed development sites.

Comment Date: Thu 24 Mar 2016

Councillors considered planning application 14/2945/MOUT proposing the development of up to 250 houses, commercial uses, public open space and associated infrastructure at Farlands, London Road, Whimble EX5 2PJ and highlighted the following:

- a) The current plans did not show which parish the site is located in.
- b) Pylons were shown as located across the site.
- c) Currently, the site is shown as featuring only one single access for the 250 proposed houses
and this represents another access onto the B3174 (ref. Planning Committee's comments on planning applications 15/0045/MOUT, 15/0046/MOUT and 15/0047/MOUT). Councillors were not satisfied that the single access was sufficient to serve the proposed number of houses.
- d) The site felt too dense and that a reduction in the number of proposed homes in the region of 200 to 220 would be preferable.
- e) Consideration should also be given to the number and size of parking spaces per house. Councillors stressed that at least two parking spaces should be allocated per house and that the garages needed to be of sufficient size to fit vehicles in them.
- f) It was also felt that more community facilities, e.g. shops or amenities, should be included.
- g) Furthermore, the current planning application did not reference how this proposed development related to the rest of Cranbrook and councillors highlighted that it should form part of the Masterplan exercise in order to ensure consistency across all proposed development sites.

It was recommended to Council to support planning application 14/2945/MOUT, subject to the satisfactory resolution of the points listed above.