

Agenda Item No.06

24/1524/MOUT

Outline planning application for a mixed use development, including residential development of up to 450 dwellings, a 750 sqm community building, a neighbourhood centre of 1600 sqm gross ground floor non-residential floor space, formation of accesses from London Road (B3174), provision of SANGS and other public open space (including a MUGA), allotments and associated drainage and other infrastructure. All matters are reserved for future consideration except principal accesses.

Land To The South Of London Road (Grange Area) Cranbrook

Agenda Item No.07

24/1525/MOUT

Outline planning application for residential development of up to 89 dwellings, formation of access from London Road (B3174), provision of SANGS and other public open space together with associated drainage and other infrastructure. All matters are reserved for future consideration except principal access.

Land To The South Of London Road (Grange Area) Cranbrook

This report focusses on two outline planning applications that relate to the bulk of the Grange expansion area of the Town. They are considered together as many of the planning documents and material considerations relate to both.

The remainder of the Grange expansion area is dealt with under a previously considered outline application which remains under consideration by the LPA (19/1798/MOUT - Outline application for the construction of up to 180 dwellings and associated infrastructure, with all matters reserved apart from access - Land West Of Gribble Lane Rockbeare).

Documents relating to the two outline applications now being consulted on are available on the EDDC planning website but a number of the documents have been extracted and are available with this report as below:

- Layout Plan
- Phasing Plan
- Built Form Scale Plan
- Green Infrastructure Plan
- Land Use Plan
- Access Strategy Plan
- Junction 1 Access Plan
- Junction 2 Access Plan
- Junction 3 Access Plan
- Proposed bus link
- NHS comments

The two outline applications are presented with indicative plans and are submitted with all matters reserved except for principal accesses.

The principle of development of the two sites has been established by the finding sound of the Cranbrook Plan.

The site for Grange remains within the Parish of Rockbeare and the Council awaits progress by EDDC of a Community Governance Review that will determine whether or not the location is transferred to within the administrative boundary of the Town Council. For now the Council is consulted as an adjoining parish.

The general development, phasing, green infrastructure, built form and land use are presented at this a stage as very broad indicative plans. There appears to be nothing that is presented that raises concern.

The proposed introduction of a bus link across Gribble lane is supported and it is helpful to note that bus travel is being considered at this early stage.

There are three specific areas that members may wish to consider in more detail:

Firstly the proposed community building. Whilst no detail is provided at this stage, the Council will need to establish some detail on what is proposed and how it might be managed given that management would need to be remote. Further discussion with the LPA and developer will be required as these planning applications evolve.

Secondly attention is drawn to the comments by the NHS which are available in full on the planning website but are attached hereto for ease of reading. Attention is drawn specifically to pages 6 and 7 which deal with future demands on NHS primary care. The comments set out requirements for upgrading of Pinhoe surgery (total cost estimate of £881K) and the provision of a new health facility in Cranbrook.

With regard to the latter, the letter indicates that Cranbrook Surgery will in the long term relocate to a new purpose built building in the new town centre. There is no option to extend the current site, therefore talks are underway for new site of 1224m² in area. A possible site has been identified/allocated to the north of Tillhouse lane. Estimated cost will be in the region of £4.5m.

The letter from the NHS raises a S106 obligation to fund this infrastructure, however Members may feel that the Pinhoe improvements should be found from more local development such as Monkerton and Tithebarn.

The comments by the NHS (as appended to this report) were referred to the lead planning officer by a District Ward Cllr who questioned the accuracy of the statements. In essence the position is as follows as explained by the Lead Planning Officer:

- The site is only within the practice boundaries of Cranbrook Medical Practice, having been removed from Pinhoe & Broadclyst practice boundaries in 2023;
- They have used a population multiplier of 2.19 persons/dwelling, whereas the Cranbrook Plan uses 2.35 persons/dwelling, which itself has transpired to be low as the 2021 Census shows that the town has 2.69 persons/dwelling;
- The letter references a new site of 1,224 sq. m. as being required, with a cost of £4.5m. These figures are not the ones that came out of the NHS commissioned work which identifies a primary care requirement of 1,600 sq. m. with total floorspace of 3,127 sq.

m. to accommodate other NHS service requirements. The cost has been estimated at £10.6m for the primary care estate required;

- The financial sum requested in the consultation response is not correct as it does not reflect the cost included in the Cranbrook IDP and is significantly lower than we expect to be secured.

The planning officer has gone back to the NHS who have confirmed that they will review the response and an updated one is anticipated.

The third element is the three primary access points from London Road. Throughout discussion about the expansion areas, members have been consistent in raising concern about the number of uncontrolled junctions that are proposed to link with London Road. To date the only controlled junction is the principal link to Cobdens which has been approved as traffic light control. Other junctions into Ingrams housing site, Ingrams Sports Centre, Farlands and the three Grange developments are proposed as uncontrolled.

Traffic calming proposals, reduced speed limits, turning lanes and the introduction of bollards and separation islands will aid to slow traffic but the fact remains that London Road will be the principal route in and out of the town along which virtually all of the traffic will flow. There are alternative routes north and south but these are narrow country routes which will not be attractive to the vast majority of those who want to leave, enter or pass through the town.

Chapter 7 of the Environmental Statement provides the rationale behind the proposed junctions. The whole document is extensive but members attention is drawn to this chapter which starts on page 112. Because of the size of this document it is not attached to the Committee report but is readily available on-line..

In terms of considering the London Road Improvements, chapter 7 indicates that:

- The Cranbrook Plan notes that London Road will become a route “in” Cranbrook rather than a route around or through Cranbrook. Therefore, the design and layout of both the road, its pedestrian and cycling facilities and development on either side of it must reflect this and achieve the highest quality of building design, green infrastructure and ease of movement for pedestrians and cyclists (both along and across the road), whilst it continues to serve as an important vehicular route.
- Development that fronts onto the London Road will need to contribute to the delivery of an attractive and pleasant environment which promotes social interaction between the occupiers of houses and all users of the highway, including pedestrians, cyclists and drivers of vehicles
- The expansion areas are obligated to contribute to the London Road improvements as set out in the Cranbrook Plan.
- Development proposals within the Cranbrook Plan Area will be required to make a **proportionate** financial contribution to the cost of delivering the London Road improvements (other than those access arrangements and crossing points required as part of the delivery of specific parcels of development).

Members may wish to give further consideration around the previously expressed concerns about how the London Road access points are designed. Despite assurances given over time, Members may still feel that the number and close proximity of the proposed uncontrolled junctions coupled with the anticipated levels of vehicle movements both along London Road and from the scale of the expansion parcels present an

unacceptable level of danger to highway users and will result in traffic queues and driver frustration far in excess of those that currently exist at the Station Road junction.

Recommendation

- 1. There is no objection to the principle of development;**
- 2. The indicative proposals for layout, phasing, built form, green infrastructure and land use are acceptable and supported;**
- 3. The requirements of the NHS require clarification and any financial contribution should be restricted to the Cranbrook primary care service;**
- 4. The proposed community building requires further discussion to clarify its design, use and management;**
- 5. The proposed bus link is welcomed;**
- 6. The access strategy is unclear. The growing number of uncontrolled junctions along this section of London Road coupled with the anticipated level of vehicle movements once the town is built out is unacceptable. Traffic movements both along London Road and from the scale of the expansion parcels present an unacceptable level of danger to highway users and will result in traffic queues and driver frustration far in excess of those that currently exist at the Station Road junction. Despite many assurances the highway authority has not satisfied the Town Council that the proposed changes to London Road can deliver a safe highway environment.**
- 7. For the reason stated at item 6 above the Town Council raises an objection.**