

MINUTES

Committee: Planning Committee
Date: Thursday, 23 November 2017
Time: 6.30pm
Venue: Younghayes Centre, 169 Younghayes Road, Cranbrook EX5 7DR

Present

Cllr Les Bayliss
Cllr Kevin Blakey
Cllr Kim Bloxham
Cllr Ray Bloxham (in the Chair)

Also Present

Cllr Mike Howe, Chairman of EDDC Development Management Committee
Cllr Colin Buchan, Cranbrook Town Council
Sarah Jenkins, Town Clerk, Cranbrook Town Council

P17/46 APOLOGIES FOR ABSENCE

Apologies were received from Cllr Matt Osborn.

P17/47 DECLARATIONS OF INTEREST

No declarations were received.

P17/48 MINUTES

The minutes of the meeting on 13 November 2017 were accepted and signed as a correct record.

P17/49 PUBLIC PARTICIPATION

No requests were made by members of the public to give representations in respect of the business on the agenda.

P17/50 PLANNING APPLICATION 17/1973/MRES (AMENDED)

The Committee reconsidered planning application 17/1973/MRES proposing the approval of access, appearance, landscaping, layout and scale for the construction of 130 dwellings and associated infrastructure pursuant to outline planning permission 03/P1900 on Cranbrook New Community Land north of Tillhouse Cottages, east of former Crannaford Lane, Cranbrook.

This followed the submission of further information (set out below) from the developer addressing the points raised in the Committee's earlier objection.

Signed:

Dated:

INSUFFICIENT ACCESS TO THE MLR - It is not possible to form a direct access from the Application Site to the MLR. Such an access would pass through land which is currently outside of the ownership/control of a third party. Equally, if a compromise situation were to be achieved whereby an access route is formed to a boundary of a site which could conceivably provide access to the MLR then there would be no guarantee that the developer of that site would complete the route.

The access provisions associated with the application have been assessed by Devon County Highways and have been found to be wholly acceptable.

COACH HOUSE INTEGRAL GARAGE SIZE - The garage size of the Coach House has been measured and we can now confirm that the internal dimensions are 6.0m x 3.0m, which is considered to be compliant with relevant guidance and also usable for the purposes of parking a vehicle.

TANDEM PARKING - Although it is acknowledged that tandem parking does not represent the ideal parking solution for new residential developments, it should be noted that the proposals before you are considered to be acceptable by the Local Planning Authority and are an acknowledged/commonly used way of providing ample (2 spaces per residential unit) parking for the proposed residences.

INSUFFICIENT VISITOR PARKING - a number of visitor parking spaces are proposed to be provided along the northern boundary of the site. However, we are aware that the Town Council do not consider this to be a sufficient number of spaces.

On past developments (within Cranbrook and elsewhere) we have generally been discouraged from creating visitor parking within developments because the County Council are usually unwilling to adopt them as part of the Section 38 process because, in short they represent an additional maintenance burden upon them. Equally, it is also our experience (shared by the District and County Councils) that these spaces are invariably not used by visitors and are instead used by residents of nearby properties as additional parking, thus negating its intended purpose.

SMALL AREAS OF GREENSPACE LIABLE TO BE LEFT UNMANAGED /GRASS VERGES VULNERABLE TO PARKING - The Town Council's concerns over the likelihood of areas of grass verge being parked upon are acknowledged. Efforts will therefore be made to rationalise these spaces, and wherever possible alter the material that the spaces are designated to be finished in.

It is also proposed that a knee rail will be added to enclose the area of greenspace around the northern and western boundaries in order to prevent these areas from being parked on.

BIN STORAGE PROVISION - Ample space will provided in the rear garden of each property for the storage of bins and recycling receptacles. Access pathways are provided to each individual rear

The additional information addresses a number of the original concerns raised by the Town Council and those that remain are considered to be insufficient to sustain a formal objection or recommendation for refusal.

It was agreed that the Town Council withdraws its earlier formal objection to this application as the key areas for objection have been addressed or mitigated and those concerns which remain such as the inclusion of tandem parking arrangements are considered insufficient to sustain a formal objection or to recommend a refusal.

The Town Council would make the following general points:

It would be helpful when applications come forward to have information available as to how they relate and link to other parts of the development of Cranbrook so as to address concerns about highway, cycleway and foot access linkages to other parts of the development.

Whilst it is recognised that plans evolve through the conversation between planning team and developer, it is important to ensure that up to date plans are available on the planning website for inspection and comment. In this case the Town Council's original comments about coach house garage sizes appear to have been informed by out of date plans.

Signed:

Dated:

The Town Council welcomes the response about waste bin storage and collection and would welcome a conversation between all developers, planning team and the District Council refuse service to ensure that future development includes provision for effective waste bin storage and collection.

The Town Council recognises that this development is adjacent to the town centre area and as such attracts relatively high density. The Town Council would suggest that consideration is given in future parcels for a wider mix of house types to provide for a more diverse social mix within the emerging community.

The meeting closed at 6.48pm.

Signed:

Dated: