

# **Erewash Core Strategy Review Examination in Public**

Matter 9, Questions 1 - 8

Statement on behalf of Inovo Consulting Ltd

## INTRODUCTORY STATEMENT

- i. Hearing Statements are submitted by Christopher Waumsley DipTP MRTPI of Inovo Consulting on behalf of the promoter of land **South West of Kirk Hallam (Lambert Limited)** for which a draft allocation is made under **Strategic Policy 1.5** of the Erewash Core Strategy Review Submission Version.
- ii. Lambert Ltd control and are promoters of land South West of Kirk Hallam which is proposed as a strategic residential led mixed use allocation in the draft plan. The intention is to provide a sustainable urban extension to the South West of Kirk Hallam incorporating a new local centre, strategic green and blue infrastructure including extension to the Pioneer Meadows Local Nature Reserve, and a new relief/link road between Sowbrook Lane South of Kirk Hallam to the A6096 Ladywood Road West of Kirk Hallam.
- iii. Inovo and Lambert Ltd have been positively engaged with the Policy Team, and more latterly, Development Management Team at Erewash since 2020 and throughout the evolution of the Core Strategy Review (CSR).
- iv. For context a summary of activity and engagement undertaken to date in respect of the proposed allocation site is set out below:
  - a) An initial development concept for a sustainable urban extension at Kirk Hallam was prepared in July 2020, worked up in conjunction with the planning authority and proposing a broad vision and overall objectives for development. This concept plan informed the preparation of technical survey and assessment work and was subject to public and stakeholder engagement alongside the November March 201 CSR consultation.
  - b) Responses to that consultation exercise and engagement with key officers, stakeholders and consultees in the period since has resulted in the evolution of the plan
  - c) Alongside this work the promoter's consultant team have carried out a wide range of assessments and studies to allow the identification of the technical considerations pertinent to the site's development. This technical information will inform the preparation of a hybrid outline/detailed planning application for the site's development with the relief/link road and first phase of development in detail and subsequent phases in outline.
- v. Inovo are appearing at the Examination in support of EBC's commitment to an urban extension South West of Kirk Hallam to meet the needs of the plan area within the plan period to 2037.
- vi. In response to the Inspectors Matters, Issues and Questions issued on 5<sup>th</sup> October 2023, Inovo wish to make a number of points to supplement the representations made by Inovo at the Regulation 18 and 19 stage consultations.

## **MATTER 9 – TRANSPORT AND INFRASTRUCTURE**

***Issue – Whether the approach to transport and infrastructure is justified, effective and consistent with national policy.***

***Q1: What are the key infrastructure requirements of the core strategy review ?***

- 1.1 It is anticipated that this question will be addressed by the planning authority but we consider that the provision of the Kirk Hallam Relief Road is a key infrastructure requirement of the CSR. In relation to the allocation South West of Kirk Hallam the promoters recognise and have taken account of the need to fund the Relief Road and social infrastructure such as education and health facilities along with green and blue infrastructure.

***Q2. Paragraph 104 of the national planning policy framework(NPPF) states that transport issues should be considered from the earliest stages of plan making. How has this been done ?***

- 1.2 It is anticipated that this question will be address by the planning authority.

***Q3: Paragraph 20 of the NPPF identifies that strategic policies should make sufficient provision for amongst other things new infrastructure including community facilities (search as health, education and cultural infrastructure). Is the core strategy review consistent with this ?***

- 1.3 It is anticipated that this question will be addressed by the Planning Authority. However we understand that the policies of the adopted CS deal with provision of health, education and cultural infrastructure where this is not specifically referenced in the CSR, the Infrastructure Delivery Plan and CSR site allocations.

***Q4 What mechanisms will there be to ensure necessary infrastructure is provided ? How will the mechanisms be reviewed and kept up to date ?***

- 1.4 In so far as the infrastructure required in relation to the allocation South West of Kirk Hallam is concerned it is anticipated this will be secured by planning conditions and S106 agreement. This will include triggers for delivery and monitoring of provision.

***Q.5 Should policy 4 include requirements related to rail crossings ?***

- 1.5 It is anticipated that this question will be addressed by the Planning Authority.

**Q.6 Should policy 4 include reference to the Derby and Sandiacre canal ?**

- 1.6 It is anticipated that this question will be addressed by the Planning Authority.

**Q.7 what evidence is there to support the requirement for the Kirk Hallam Relief Road ? How will it be funded and when will it be delivered ?**

- 1.7 The Erewash Core Strategy Review Draft Options for Growth (DOG) January 2020 identified that "Previous investigations into the traffic impacts of development at the former Stanton Ironworks identified the advantages of a new link road from Sowbrook Lane to Ladywood Road. Such a link would act as a Kirk Hallam bypass for traffic from new development at Stanton heading towards Derby"
- 1.8 Among the "Previous investigations" referred to in the January 2020 DOG the Assessment of Stanton Regeneration Site for Erewash Borough Council by Systra of March 2016 which identified that the then proposals for the Stanton site would have significant impacts on the local highway network including the A6096 (which runs east/west through the centre of Kirk Hallam) and Sowbrook Lane between the Stanton site and the centre of Kirk Hallam.
- 1.9 More recently in September 2022 Systra were commissioned to assess the highway impact of the CSR planned development including the proposed allocations at Stanton and Kirk Hallam. This concludes that "As expected there is a large shift of traffic away from the existing Kirk Hallam residential area and onto the proposed link road."
- 1.10 Currently the route for all through traffic in Kirk Hallam from Sowbrook Road to the South to the A6096 Ladywood Road (East/West through Kirk Hallam) has to travel along residential estate roads clearly not designed or appropriate for high volumes of traffic, particularly HGV traffic.
- 1.11 The CSR proposes a significant change in the residential/employment mix at the Stanton site which will inevitably increase the proportion of commercial traffic associated with that development and the impact on residential amenity and sense of danger on the residential streets of Kirk Hallam. The proposed relief road will significantly reduce this and with appropriate traffic management measure potentially eliminate it altogether.
- 1.12 The Kirk Hallam Relief Road will also provide access to the proposed allocation of housing without necessarily routing additional traffic through Kirk Hallam itself. Further it will provide a clearly defined and permanent boundary to the Green Belt as required by paragraph 143 f) of the Framework.
- 1.13 The Kirk Hallam Relief Road will be funded by the development of the allocation South West of Kirk Hallam with potential contributions from other developments that create traffic impacts that will be mitigated by its provision.

**Q8 in overall terms is the approach to transport and infrastructure appropriate and justified ? Is it effective and consistent with national policy ?**

- 1.14 It is anticipated this question will be answered by the local planning authority. However as we understand it the CSR provides for strategic infrastructure and envisaged by paragraph 20 of The

Framework, specifically in relation to Transport (Policy 4), Green Infrastructure (Policy 5) and site specific infrastructure (Policy 2). In relation to the allocated site south west of Kirk Hallam the promoters have worked closely with the council and other stakeholders to identify the range of infrastructure requirements for that site including the Relief Road and how these can be delivered through Development Contributions as envisaged by paragraph 34 of The Framework.