



Martin Andrews Summary Proof of Evidence

**Proposed Residential Development
Land at Ilkeston Road/Sowbrook Lane
Ilkeston**

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Contents

1.0	Qualifications and Experience of Witness	1
2.0	Scope of Issues	1
3.0	Summary of Proof.....	2

1.0 Qualifications and Experience of Witness

- 1.1 I am Martin Andrews and I will say:
- 1.2 I was formally instructed by Wulff Asset Management to act on their behalf on this appeal. I have provided highways advice for Wulff Asset Management throughout the planning application process.
- 1.3 I hold a Master of Engineering with Honours in Civil Engineering and I am a Chartered Civil Engineer and member of both the Institution of Civil Engineers and Chartered Institution of Highways and Transportation. I am a director of Martin Andrews Consulting Ltd of Regents Pavilion, 4 Summerhouse Road, Northampton. I have 17 years highways and transportation experience.

2.0 Scope of Issues

- 2.1 MAC Pre-planning Engineering provided highways advice through the planning process and undertook negotiation with the Local Highway Authority (LHA) post determination. As a result of this the LHA have removed their objection to the scheme as such the Local Planning Authority (LPA) have removed reasons for refusal 2 and 3.
- 2.2 Therefore, my evidence in the main does primarily discusses reason for refusal 1 which is not supported by the highway authority.
- 2.3 .

3.0 Summary of Proof

- 3.1 I have demonstrated that the site has a range of active travel and public transport options which allow the users of the development to utilise sustainable transport to access facilities in a safe manner.
- 3.2 The site is sustainable in its own right with all of the key facilities being located in Kirk Hallam which can be reached on foot or bicycle.
- 3.3 The site has numerous facilities located within a reasonable walking and cycling distance. Improved public transport also provides good links Ilkeston to access the full range of facilities in the town centre.
- 3.4 The site can access facilities using all forms of sustainable transport including walking, cycling, public transport and ultra-low and zero emissions vehicles.
- 3.5 I have demonstrated that facilities in Kirk Hallam are the closest to the site and accessible on foot or by bike and non-active travel forms of sustainable transport. There are no equivalent facilities located within Ilkeston which are located closer to the site. Hence, whilst connections to Ilkeston offer additional choice, they do not improve the sustainability credentials of the site.
- 3.6 I consider the site to be sustainably located and compliant with national and local planning policy.