

Erewash Core Strategy Review

Examination Hearing Statement

Matter 9

Representations prepared by Fisher German LLP
on behalf of Bloor Homes



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Spondon Woodside

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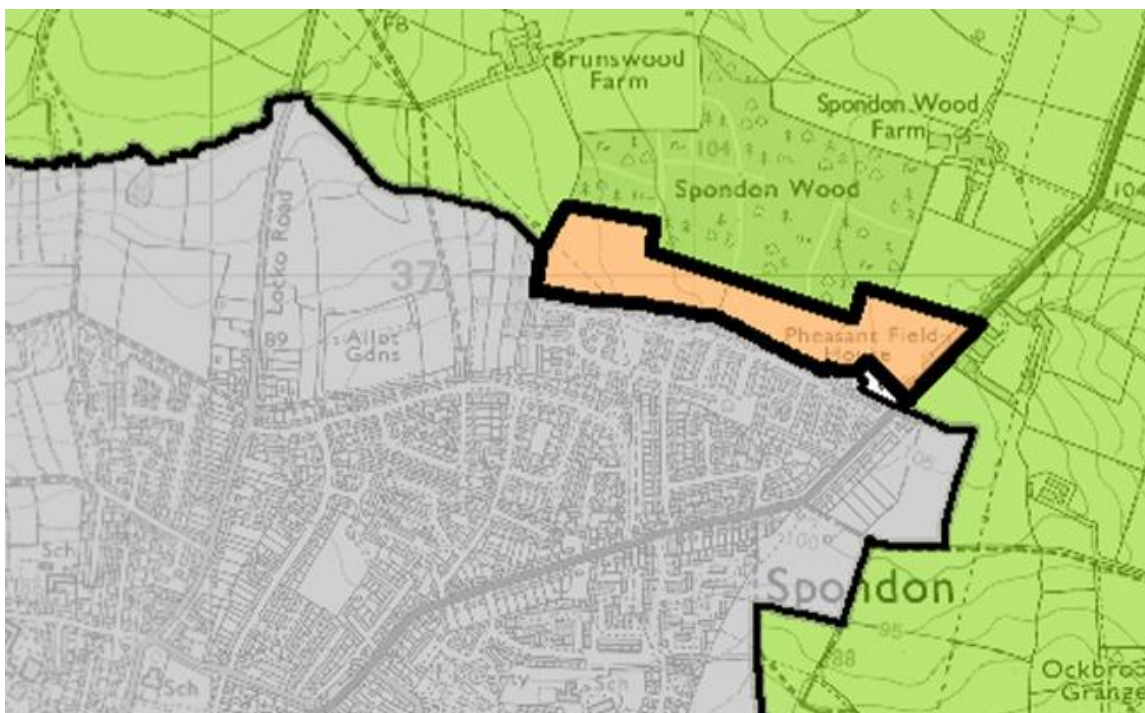
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01 Introduction

- 1.1 These representations are prepared by Fisher German on behalf of Bloor Homes East Midlands in respect of their land interests at Woodside, Spondon. The site is identified for release from the Green Belt and allocation within the submitted Erewash Core Strategy Review; Strategic Policy 1.4 – North of Spondon. The site is a proposed allocation of “around 200 dwellings”, with site specific criteria and identified on the supporting policies map, extract below.



Erewash Core Strategy Review Policies Map Extract

- 1.2 In September 2023 a full planning application on the proposed allocation site for 263 dwellings, associated landscaping, open space, infrastructure and enabling earthworks (application reference - 0923/0024) was validated by Erewash Borough Council. This application is currently awaiting determination, but clearly given the full nature of the application, and the site being under the control of a major housebuilder, it offers the opportunity to expedite delivery of homes on the site and assist the Borough Council in being able to demonstrate a five-year housing land supply.
- 1.3 The site is sustainably located adjacent to the Derby City Urban Fringe. It is well connected to existing services and facilities and can take advantage of existing public transport connections.

02 Matter 9: Transport and Infrastructure

Issue: Whether the approach to delivery and monitoring is justified, effective and consistent with national policy.

1. What are the key infrastructure requirements of the Core Strategy Review?

- 2.1 Whilst not exhaustive, a list of key infrastructure requirements for the Core Strategy Review are included within the Infrastructure Delivery Plan (IDP). The IDP is however a 'live document' and should be kept updated as the Plan period progresses, to account for newly arising infrastructure requirements which may only manifest through more detailed site specific Transport Assessments for example.
- 2.3 Paragraph 16 of the NPPF is clear that in Plan making engagement with infrastructure providers and statutory consultees needs to be 'proportionate'.
- 2.4 In respect of Woodside Spondon, the key infrastructure requirements include works associated with the site access and improved pedestrian access in this location. Any additional highways mitigation is being explored through the determination of the planning application for the site. An education contribution for schools in Spondon will be made. Discussions with Derby City Council have already commenced in this regard. As a live document, the IDP can be updated as appropriate as matters progress.

2. 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?

- 2.5 Earlier consultation drafts, including the Erewash Core Strategy Review - Draft Options For Growth (January 2020) (EBC02) clearly consider various transport and highways issues, including provision of strategic highway solutions required to deliver the Plan. This is also the case within evidence, including the Strategic Growth Area Assessments evidence (EBH1), within which transport, particularly impact of additional vehicle movements, is clearly present.

- 2.6 Therefore, it is reasonable to conclude that the Council have been cognisant of transport issues throughout the development of the Plan, in accordance with Paragraph 104 of the Framework.

3. Paragraph 20 of the NPPF identifies that strategic policies should make sufficient provision for amongst other things new infrastructure including community facilities (such as health, education and cultural infrastructure). Is the Core Strategy Review consistent with this?

- 2.7 It is clear through the site specific policies that the Council have had due regard to infrastructure requirements. Development Plans are however only snapshots in time, it is through planning applications where the most up to date infrastructure requirements are determined. As such, an overly prescriptive approach is not necessary (save for free-standing settlements) and is unlikely to be effective, as what may be required at the time of adoption may not be required at the time a planning application is made.
- 2.8 Moreover, it is noted that further guidance is provided by Core Strategy Policy 18 which will be retained and which ensures that any new development be supported by appropriate infrastructure.
- 2.9 With the above framework, we are satisfied that the CSR, when read as a whole with extant policies retained in the existing Core Strategy does make sufficient provision for new community infrastructure.

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

- 2.10 The Council is obligated to maintain an up-to-date Infrastructure Delivery Plan which should provide a live list of necessary infrastructure required to deliver the key allocations. The necessity to keep this up to date is beyond the scope of the Plan.

8. In overall terms, is the approach to transport and infrastructure appropriate and justified? Is it effective and consistent with national policy?

- 2.11 Yes, as discussed above and throughout these representations, the approach to transport and infrastructure is sound, being commensurate and proportionate to the function of the CSR. The CSR is aligned with the requirements of the NPPF. When read a whole, the Erewash Core Strategy (as amended by the Review) will provide an appropriate policy framework which ensures the necessary infrastructure to support the Plan's combined growth aspirations will be met.