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From: Chris Lindley [<mailto:clindley@dpds.co.uk>]
Sent: 21 April 2016 11:11
To: Programme Officer
Cc: Carruthers, Richard; Trevor; Matthew Harrison
Subject: FW: Derby City Local Plan Core Strategy Examination - Poyser Family 1043
Importance: High

Dear Carmel

I refer to previous correspondence in relation to highways matters and the representations we have made on behalf of the Poyser Family.

I am pleased to confirm that we have progressed discussions with the Council and they have provided a response below.

In so far as they have engaged with our presented information the Council have clarified their position and we would be grateful if you could pass it onto the Inspector.

We hope that this will assist in focussing the discussions at the examination.

For the sake of completeness I attach the initial email that you were party to on this matter along with subsequent acknowledgement and responses from the Council.

I also attach the revised "Appendix 5" to our hearing statement for matter 2(iii) and would be grateful if you could provide that to the Inspector.

I have also noted a couple of errors with regard to the front sheets of our statements, they are dated March 2015 and should read March 2016. I have attached updated front sheets to this email.

I would be grateful if you could acknowledge safe receipt of this email and should anything require further clarification in the meantime, please do not hesitate to contact me.

I have copied Richard Carruthers of DCC on this email should he see fit to comment on anything.

Kind Regards

Chris

Christopher Lindley

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From: Carruthers, Richard [<mailto:Richard.Carruthers@derby.gov.uk>]

Sent: Monday, April 18, 2016 3:33 PM

To: Chris Lindley <clindley@dpds.co.uk>

Subject: Derby City Local Plan Core Strategy Examination - Poyser Family 1043

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Hi Chris,

I've now had an opportunity to consider the responses that I've received from my Highways colleagues in relation to the information you submitted at the end of March in response to the Inspector's Matters Issues and Questions (MIQs).

As I confirmed on the phone, we've never actually objected to your proposals specifically on technical highways grounds. Our concerns are more related to broader sustainability reasons for wanting see employment uses in that location and the ability of your site to contribute to the comprehensive and coordinated development of the wider area, mainly in terms of infrastructure provision etc. These are the issues that I envisage we will debate at the hearing session.

Nonetheless, I can confirm that the responses from my Highways colleagues indicate that in principle an access could be achieved in the location you have shown and that exchanging the proposed employment uses for circa 70 homes is unlikely to lead to significant highways concerns from a trip generation perspective. These conclusions are only based on a quick review of what has been submitted and are subject to more detailed appraisal as and when an application is submitted in the future. To be honest, I think that further discussion in relation to these issues would be better dealt with in the context of a proper pre-app discussion.

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Despite the general conclusions noted above, our Traffic and Transportation Team are keen to stress a couple of points:

- The development, including the employment land, was accounted for as part of the testing of the transport implications of the Core Strategy, to support the evidence base. The strategic transport mitigation package addresses the impact of the Core Strategy as a whole, with assumptions that it will be supplemented as appropriate through site specific mitigation as part of the normal planning process. Based on these complementary processes and evidence to date, it is considered that it will be possible to mitigate the impact of the site to an acceptable level, including the employment allocation.
- Looking purely at trip generation can mask the potential transport sustainability benefits from mixed use developments. Taking the opportunity to provide an appropriately sized area of employment within or adjacent to significant housing growth does provide the option for people to live close to their place of employment and for people in the surrounding area to access employment by sustainable means i.e. walking, cycling and public transport for shorter trips. In this instance, it also provides the opportunity for linked trips with the district centre. This means that the trips generated by the employment site will not necessarily all add to the pressure on the network in the surrounding area, and could, in fact prevent trips from the wider site that might otherwise have to cover considerable distances to reach employment. Conversely, without employment in the immediate vicinity, all of the commuter trips from the 70 additional dwelling will add to pressure on the network.

I hope this provides the clarification you are seeking.

Regards

Richard

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