



**DRAFT**

**South Derbyshire Local Plan (Part 1)**

**Summary Report**

**of**

**Responses to Public Consultation on the  
Preferred Growth Strategy  
(October – December 2012)**

**March 2013**

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## Background and Overall Findings

South Derbyshire District Council undertook twelve weeks of wide ranging public consultation on its 'Preferred Growth Strategy' between the beginning of October and December 21<sup>st</sup> 2012. This was an important stage in progressing the Local Plan Part 1 (formerly known as the Core Strategy) and deliberately focused on key matters relating to the growth strategy, rather than being presented as a draft Local Plan. Given the strong cross-boundary issues arising in the Derby Housing Market Area, the consultation was aligned with parallel exercises undertaken by Amber Valley Borough Council and Derby City Council.

Engagement was conducted in a variety of forms including presentations and workshops with the development industry, infrastructure providers and other key stakeholders. However, a series of drop-in events held during afternoons and evenings in 16 locations throughout the district formed the centrepiece of public consultation. The events enabled over 600 members of the public, parish councils, community groups and others to informally view the proposals and discuss issues arising with planning policy staff. Many more people were also engaged through publicity and discussion on the proposals via social media.

Specifically, comments were invited on the following matters:

1. The proposed vision and strategy for growth and development up to 2028;
2. The amount of housing proposed;
3. The location of large strategic sites intended to meet the bulk of future housing and employment needs (and those not being proposed);
4. The amount of housing to be promoted on unspecified smaller sites to be determined in the subsequent Part 2 Local Plan.

A total of 297 consultees responded to the consultation raising around 1,500 individual comments. All responses are available to view in summary alongside full copies of representations made at <http://www.ldf.consultations.south-derbys.gov.uk/>.

This report provides an overview of the responses received.

A key controversial issue was the scale of distribution proposed: 33,700 dwellings in the HMA and 12,700 dwellings across South Derbyshire. There were numerous responses that questioned the proposed housing figure for the Derby HMA and South Derbyshire's apportionment. In general the majority of residents considered that the scale of growth proposed would be too large for South Derbyshire, whereas developers and planning agents suggest that the proposed housing figures (for the HMA and South Derbyshire) should be increased further. A group of agents and associated clients led by Pegasus Planning have jointly produced a critique of the Housing Requirements Study and concluded that a HMA figure of 54,482 dwellings would be more appropriate up to 2028. These submissions are being reviewed along with the other submissions made.

Further work is being undertaken by GL Hearn on the Housing Requirements Study to take into account the recent Government population projections and the effect this may have on the proposed scale of development up to 2028.

The other main issues people responded about was the lack of capacity within schools, particularly within secondary schools and sites that may affect John Port, Chellaston Academy and Sinfin Community School. Further joint working between South Derbyshire, Derby City, School Place Planning teams at the City and County is

required to determine where additional school capacity or a new school could be suitably located. Also an issue is whether the existing road infrastructure can cope with the proposed housing and employment developments and what the possible mitigation measures might be. Though most of those concerned would rather see less development which would negate the need for any new road infrastructure though developer comments in general have pointed out the mitigation measures that can be completed in order to enable sites to work. Further joint working on this is required between South Derbyshire, Derbyshire County Council, Derby City, and the Highway Agency, along with the continued transport modelling data to determine the likely impact and effect of the mitigation measures. The other issue raised was around the suggestion for safeguarding land currently in the Nottingham – Derby Green Belt for development beyond the plan period which although there was some confusion over the full meaning of the question did mainly raise objection and a view that Green Belt land should not be considered for development at any point.

In terms of individual sites and comments received the two sites which overwhelmingly received the most comments were Wragley Way and the Church Street sites. The main concerns on Wragley Way are the quantity of the housing proposed along with concerns for the existing road infrastructure including the country lanes that run south from the site. People have concerns over where the access points would be to the Church Street site, the loss of a green field site and also concerns from existing residents regarding present drainage problems.

The following pages summarise the representations received to each of the questions posed in the PGS consultation.

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## **Summary of Representations by Question:**

### **Vision**

A mixed response was received on the Preferred Growth Strategy Vision. Amongst respondents, 46 simply responded “no” and 17 with “yes”, without further explanation. Stenson Fields Parish Council also stated an unqualified “no” to this question.

Some 25 reasoned comments disagreeing with the Vision were received. Reasons given were broad and included: the Vision being too focused on urban areas; no provision for people and encouraging community spirit; failure to address sustainable employment and development in the District and failure to include the redevelopment of existing residential properties; development growth being too aggressive, particularly in relation to Swadlincote where it was asserted there was insufficient infrastructure for more large scale development. It was also suggested that there was a need for adequate services before further housing was contemplated.

In contrast, a further 28 comments from members of the public broadly agreed with the Vision. Additional comments were of mixed opinion and included: the new A50 junction being a good idea but not the possible new link road; the full implications for Sinfyn not having been fully considered; more attention needing to be given to brownfield sites; a contradiction in proposing housing but wanting to achieve this without losing green spaces and sufficient infrastructure improvements being important. Positive elements of the Vision were the design aspect, that local development would be in scale and in keeping with the villages and that more high street development was required.

Numerous people agreed only in part with the Vision. There was some disagreement with the focus of housing being around Derby City whilst others disagreed with any focus on housing in Swadlincote.

Comments of support in principle were also received from the National Trust, Natural England, The National Forest Company, Derbyshire Council for the Protection of Rural England and the Environment Agency and Melbourne Civic Society. The Woodland Trust partly agreed with the Vision but would have liked more emphasis to be placed on Green Infrastructure.

There was a mixed response from developers. Some planning consultancies/developers generally supported the Vision, such as Capita Symonds on behalf of Hallam Land Management, JMW Planning Limited (agreed in principle, but with some fine tuning) John Church Planning on behalf of ATL limited, Planning Prospects on behalf of Dyson Group and St Modwen Developments, and Planning Prospects on behalf of St Modwen Development, Savills on behalf of Brooks, Wain, Haire, Salt Box Café, Turley Associates on behalf of Drakelow Developments Limited and Turley Associates on behalf of Bellway Homes.

The main comments raised by developers/agents regarding the Vision related to the proposed number of dwellings to be built in South Derbyshire up to 2028. Six such representations supported the identification of the housing requirement figure as a minimum target. However six representations disagree with South Derbyshire’s 12,700 housing requirement up to 2028 but otherwise broadly agreed with the Vision. Comments regarding the proposed housing numbers for South Derbyshire and the HMA are described in more detail in the next section.

Pegasus Planning (Bloor Homes & HLM) considered that the plan period should extend to at least to 2028, to ensure that longer term requirements were properly taken into account. Pegasus Planning (Clowes and HLM), on behalf of their clients, pointed towards the recent exploratory notes by the Rushcliffe Core Strategy Inspector, who emphasised the importance of Local Plans adopting a 15 year time horizon and taking account of longer term requirements with built-in contingency planning. JVH Planning considered that the plan period should run from 2012 to at least 2032.

JVH Planning and Pegasus Planning (David Wilson) fully objected to the Vision as drafted. JVH Planning considered that the plan period was too short and that the Vision was short-sighted as it failed to take account of South Derbyshire's relationship with East Staffordshire. Pegasus Planning disagreed with the Derby HMA and South Derbyshire housing requirement figures.

### **Proposed amount of housing and distribution between local authority areas in the HMA**

A total of 44 responses simply stated "no" in response to this question without further comment. From those responses that did provide further commentary, the main concerns were that the proposed scale of growth across the HMA was too high. Stenson Fields Parish Council, in particular, suggested that South Derbyshire is taking a substantially higher level of growth than other HMA Authorities and that housing should be more evenly distributed. Other comments suggested Derby City should meet its own needs; that numerous empty dwellings, particularly within Derby City, should be renovated and that current infrastructure could not accommodate the growth proposed.

Elvaston Parish Council stated that the 2011 National Census showed that the population of England and Wales had grown by 7% over the previous decade. Net migration formed a significant part of this growth. The Parish Council had concerns that SDDC was relying on this trend continuing over the next 15 years and suggested that significant population trends do not continue indefinitely.

Some 21 responses agreed with the proposed scale and distribution of housing without further comment. Other positive comments from residents included that the plan seemed reasonable relative to government targets; that the proposed split seemed reasonable and that the distribution of housing within the plan seemed fair and well organised.

The majority of planning consultancies and developers disagreed with the proposed scale of growth across the HMA and the numbers to be taken by South Derbyshire and suggested that the figures across both should be increased.

Reasons for objecting to proposed figures included the following:

- The previous undersupply of housing within South Derbyshire from 2005-2012 should be included with the Districts housing supply.
- Staniforth Astill Planning Consultancy (SAPC) stated that the RSS recognised the need for co-operative working on Core Strategies between South Derbyshire and East Staffordshire due to the functional relationship between Burton on Trent and Swadlincote. As a result the RSS made provision for potentially increased housing requirement within the District due to this relationship. SAPC felt this has not been taken into account by South Derbyshire in calculating its preferred housing requirement and would therefore appear to be contrary to the 'duty to cooperate' contained in the

Localism Act 2012 and set out in the NPPF. A further comment suggested that the HMA did not acknowledge the role played by Burton in meeting South Derbyshire's housing needs and more homes should therefore be distributed here.

- The proposed housing requirement did not fully accord with the NPPF and was not wholly justified in its approach. The requirement was lower than official Government Household Projections and reflected the minimum figures set within the Derby HMA Housing Requirement Study (Gregory Grey Associates).
- DPDS Consulting Group on behalf of Linda Dakin stated that the NPPF expected Local Planning Authorities to plan positively and have regard to the "presumption in favour of sustainable development" which they felt was not reflected properly in South Derbyshire's proposed scale of development.
- The HMA housing requirement was below the RSS figure. HOW Planning suggested that South Derbyshire's target should be based on a figure at least equivalent to the RSS.
- The SHMAA was out of date.
- Disagreement on the analysis underpinning the housing requirement number. For example Pegasus Planning suggested that the GL Hearn Housing Requirement Study was incorrect because of the reduction used in the migration figures and due to the wrong headship rates being used. It was suggested that the recently published Census 2011 data would not support the suggested headship rates. Signet Planning stated that GL Hearn's assumption that migration would stagnate with economic performance should be treated with caution and that the report revised the CLG headship rates downwards. This would have the effect of undermining the HMAs ability to provide sufficient levels of housing once the economy improved and people had the financial security to form new households.
- Knight Frank stated that South Derbyshires population has risen by approximately 16% (ONS Government Projections) in the past 10 years. Based on this growth rate, by 2031 the population would have increased by a further 16,000, therefore increasing demand for new housing. This would be compounded by an ageing population and the need for affordable housing which would increase development pressures significantly. The Council should therefore seek a higher level of growth.
- Several responses suggested that the housing requirement should be increased to reflect the Governments most up to date population and housing projections.

Some responses made suggestions as to what the housing requirement figure for the HMA should be. Planning Prospects, on behalf of Dyson Group and St Modwen Developments, suggest that 48,000 new properties should be accommodate across the HMA. Nathaniel Lichfield and Partners, on behalf of Commercial Estates Group, suggested a housing target of 54,200 across the HMA and 21,840 across South Derbyshire, over 20 years. Pegasus Planning published a report, to which eight developers/planning consultancies were signatories. Their submission suggested that the housing requirement across the HMA should be 54,482 based on the 2008 based household projections and included unmet need, vacancies and second homes along with adjustments to the migration rates and headship rates. This would require South Derbyshire to accommodate an additional 9,000 dwellings above the proposed 12,700.

Derbyshire County Council stated that on the basis of the comprehensive evidence base produced, the preferred overall housing target was appropriate for the District and was supported.

### **Distribution of housing within South Derbyshire and other general principles**

A mixed opinion was received on the proposed distribution of strategic housing sites across South Derbyshire. Reasons given for disagreeing with the preferred strategy included environment, pollution and lack of infrastructure (schools, doctors, roads). One resident stated that they did not agree with the preferred sites without clarity on how the local infrastructure would be developed.

Representations were also received from planning consultancies/agents who disagreed with the proposed distribution of housing. Knight Frank, on behalf of Blackton, considered that new housing should be more evenly distributed across South Derbyshire, allowing the rural areas to grow sustainably, alongside the core urban areas.

Stantiforth Astill Ltd Planning stated that demand for residential sites within Derby Principal Urban Area was extremely low, whilst within the Non – PUA it was comparatively high.

Planning prospects, on behalf of St Modwen, suggested that the level of growth directed to Derby was unlikely to be deliverable by 2028 because of delays in experienced to date. Given these risks to delivery, it was contended that some further flexibility should be allowed for focusing further development elsewhere in the District including Swadlincote, but also in more sustainable satellite settlements to Derby such as Hilton, which still had the potential to meet needs for this part of the District and benefited from existing service infrastructure and facilities.

Signet Planning submitted that a large proportion of South Derbyshire housing growth target should be allocated to suitable smaller sites outside the Derby Urban Area (DUA) where lower infrastructure costs would not impede delivery. Of the non-DUA allocations/permission there was high reliance on the former Drakelow Power Station. It was considered that an alternative strategy should be pursued that allocated more housing on smaller deliverable sites adjacent to small sustainable settlements. Such sites could be delivered early in the plan period and take advantage of and supplement local infrastructure.

Nathaniel Lichfield and Partners suggested that the Council did not have a robust and up to date evidence base to demonstrate that the preferred sites within the PGS were both viable and deliverable in accordance with the National Planning Policy Framework. In particular, they raised concerns over the potential costs and delivery timescale for a new A50 junction and disputed the Council's conclusion that development to the west of the A38 would be more a obvious intrusion into the countryside compared to sites to the south/south east of Derby.

Numerous residents generally agreed with the preferred sites within South Derbyshire. Reasons included the developments being close to new and extended employment sites, the ways in which the strategic positions fitted in with earlier developments, the fact that areas appeared to have better access to transport links and probably would not suffer quite as much from congestion and school overcrowding as sites west of the city would. Numerous responses offered qualified support for the proposed sites subject to important caveats, including schools and medical coverage being investigated and infrastructure being improved. One



response agreed with the sites, but not the quantities of housing proposed. Another agreed with the sites as long as they were restricted in size. Another agreed with the preferred sites, with the exception of Boulton Moor.

Others agreed with focusing development around the Derby Urban Area. For example one residents agreed with proposals for improved access to the A50 and another suggested that it made sense to extend Derby up to the new visual boundary of the A50.

Melbourne Civic Society agreed with the preferred sites with the exception of Chellaston Fields. Erewash Borough Council and Etwall Parish Council agreed with allocating majority of development to sites around the DUA.

How Planning did not object to any of the proposed sites but requested that further sites be allocated. Hallam Land Management welcomed the recognition of the finite capacity of the City of Derby to meet its own housing needs within its administrative boundaries and the resulting proposals to locate some of the housing within South Derbyshire, in particular on the southern edge of the Derby urban area.

The County Council fully supported the District Council's broad strategy for growth to the south east and south of the City, which was considered to be consistent with the existing broad locational strategy for housing development growth in the DUA set out in the East Midlands Regional Plan.

There was a mix of opinion around the proposed housing allocations for Swadlincote and the villages. School capacity within Swadlincote was a major concern for residents as was infrastructure and local services/facilities capacity.

Numerous responses agreed with the allocation of the proposed sites in the Swadlincote area, providing issues such as school capacity and provision of essential services could be addressed. Those making this point included Etwall Parish Council who supported sites around the Swadlincote urban area, due to their proximity to roads and services.

## **Representations on Preferred Strategic Housing Sites around the Derby Urban Area (DUA)**

### **Boulton Moor Phase 2 (approx 700 dwellings) and phase 3 (approx 190 dwellings)**

Seven comments supported the Boulton Moor Phase 2 & 3 allocation, whilst seven disagreed.

The main concerns included: too many dwellings being proposed; the proposed concentration of dwellings within the area being too great, infringement on green land which should be protected, and the absence of references to schools or new roads in the plan.

Elvaston Parish Council had called for South Derbyshire District Council to reconsider phase 1 (site with planning permission) and abandon phase 2 & 3.

Those supporting the site's allocation suggested there were good transport links and access and considered it logical to develop from Boulton Moor to the A50/A6 road boundaries, where the value of the Green Belt has been lost due to highway development, and the roads now provided an obvious barrier to residential

Representations in support of Boulton Moor Phases 2 & 3 were received from the site promoters who considered that phase 2 would be a logical expansion of committed growth in this location. Phase 3, to the north of Shardlow Road, represented a long overdue review of the Green Belt boundary in this location, taking into account the construction of the A6 Alvaston Bypass.

### **Chellaston Fields (approx 500 dwellings)**

Four supporting comments and nine comments raising concerns were received.

One response suggested that the site has good infrastructure including roads/access. Knight Frank on behalf of R A Hutchinson, PJ Hutchinson, G Richardson, J Edney and Pegasus Planning on behalf on behalf of Talavera suggested that Chellaston Fields was a sustainable location with good accessibility that they considered should meet the test of the NPPF. Pegasus Planning confirmed that they were aware of pressure on existing school places and expressed their intention to work with SDDC and DCC to address and mitigate any impact. They were confident that the site could be brought forward in the short to medium term, an application having been made in June 2012, which is still to be determined.

Those opposing the site suggested that development would put additional pressure on Chellaston Academy, which is at or nearing capacity. It was suggested that Chellaston already has too many houses, that the existing road was inadequate and that the T12 road would make little improvement. One response stated that expansion at Chellaston would compromise the surroundings and current facilities, which were at capacity. Further, it would lead to the loss of village identity and be harmful to green wedge land with effects on wildlife and existing trees. Melbourne Parish Council and Melbourne Civic Society were both concerned about the site's implication for secondary school provision for Melbourne children whom they both wished to continue to be able to access Chellaston Academy.

### **Land off Holmleigh Way (the 'Tadpole' site) (approx 150 dwellings)**

The majority of comments received regarding this site have been of a negative nature. There were three comments of support and eight comments raising concerns.

Reasons given for concern were similar to those given for the Chellaston Fields site and included additional traffic, insufficient infrastructure, lack of places at Chellaston Academy and loss of green field land.

One response suggested that the site was an ideal setting to take advantage of the benefits of a restored Derby and Sandiacre Canal as this bordered the site.

The site promoters stated that Holmleigh Way was well related to the existing urban area and benefited from good accessibility to a range of local services and facilities. They stated that there were no flood risk issues, access could be achieved and it would not be detrimental to the surrounding area.

### **Land south of Stenson Fields/ Wragley Way (approx 1,950 dwellings)**

This site, within the Derby Urban Area, received the most objections, with 58 residents raising concerns.

The issue most commented on was that new housing would exacerbate existing traffic congestion. There were highway safety concerns relating to increased use of existing narrow roads to the south of the site.

There were a small number of comments regarding the potential for the new A50 junction to increase traffic going south. Several people had commented that the site had previously been refused at a public inquiry. Many felt the proposed scale of development at Stenson Fields was disproportionate and that development should be more evenly spread across the DUA.

Services such as schools, doctors and shops within the area were also said to be lacking and at or near capacity.

Other main concerns raised were the loss of greenfield land; the destruction of countryside and wildlife; noise pollution from building so close to the A50; and flooding and drainage problems on site.

Stenson Fields Parish Council, Barrow on Trent Parish Council, Barratt Homes/David Wilson Homes and Knight Frank also raised concerns regarding this site. Stenson Fields Parish Council and Barrow on Trent Parish Council suggested that the highway infrastructure was inadequate. Barrow On Trent Parish Council suggested that the number of dwellings proposed within the area was disproportionate and should be shared out and that the highways infrastructure was inadequate, there were no facilities and the potential road should be essential and should be built before the development was commenced. Barratt Homes/David Wilson Homes also express concerns over the scale of proposed development within the Stenson Fields Area, given the existing highway/transport network in the local vicinity. Knight Frank on behalf of R A Hutchinson, PJ Hutchinson, G Richardson, J Edney understood that the sites were in multiple ownership, which could impact on deliverability and there was a previous appeal dismissal which could detract developer interest. As noted elsewhere, Nathaniel Lichfield and Partners raised concerns over the viability and delivery of major road infrastructure including a new A50 junction and suggested that any likely landscape impacts of development at Newhouse Farm would be comparable to those arising from development to the south of Derby.

Representations from the site promoter suggested the development could bring a wide range of social, economic and environmental benefits such as new high quality housing; a mix of type and tenure of housing; new schools and local shops; better links to existing employment; a new junction on the A50; new areas of parkland and open space; new employment; easy walking and cycling access; new community facilities and a new landscaped permanent south edge to Derby.

#### **Land off Primula Way (approx 500 dwellings)**

The majority of comments received regarding Primula Way have been negative. Fifteen raise concerns about the site and only two support the allocation.

People raised concerns that the road infrastructure could not cope with increased development due to a lack of services and school capacity. The countryside would be greatly affected by new house building, the current standard of life in Stenson Fields would be affected and the proposals within Stenson Fields are too large. Barratt Homes/David Wilson homes have also expressed concerns over the scale of proposed development in the Stenson Fields area, given the existing highway/transport network issues.

Representations in support of Primula Way were received from the site promoter. They stated that the remediation works to be undertaken for the planning permission site (145 dwellings) were expected to remove the entire site from flood zone 3. They are confident that the whole site could be delivered in the short term.

## **Preferred Strategic Housing Sites around Swadlincote and Villages**

### **Land at Church Street/Bridge Street (approx 400 dwellings)**

This site received the most objections of any of the preferred sites within Swadlincote and the villages with 42 comments of concern received and three in support.

Issues of concern for residents included: congestion on the existing road network, particularly along Church Street, which has parked cars along the road; unsuitable accesses to the site from Church Street and Thorpe Downs Estate which were considered to be unsuitable for further vehicles due to narrow road widths. Local services and facilities including schools within the area were said to be near to, or at, capacity.

Other issues raised included drainage/flooding at the site which might be exacerbated by development. Development would lead to the loss of greenfield land and wildlife. The area was currently used for informal leisure with numerous footpaths across the site, which residents wished to keep.

One resident suggested that development of the site contradicted the sustainability aspect of the PGS vision and the protection of green spaces and countryside. Five residents suggested that development would be contrary to numerous saved policies within the adopted South Derbyshire Local Plan.

There were 11 representations of concern regarding the potential relocation of the Gresley Rovers FC to the site. These related to light and noise pollution, parking and traffic problems during match days. One resident suggested that the relocation could potentially cause antisocial behaviour.

Another resident suggests that a secondary access point could be sought nearer to the Church (west side of the site), which would remove the need for any vehicles wishing to access the A444 to travel along Church Street at all, helping to lessen any additional traffic burden.

The site promoters stated that there were several possible access points either from Church Street or Thorpe Downs estate and the site has the potential to provide a new football ground and potentially assist in delivering improvements to the local education provision.

### **Land north of William Nadin Way (approx 400 dwellings)**

Eight representations were received on this site, five in support and three raising concerns.

Reasons given in support included the transport infrastructure in the area having capacity; housing development being able to balance industrial development which had taken place near the site and close proximity to existing secondary schools.

One respondent considered that the road infrastructure might be problematic as the site is close to the Town Centre which already has parking/traffic issues. Thomas Taylor Planning Ltd stated that the site provides an important green space and is an strategic open area of separation between housing, employment and Town Centre use which should be protected for open leisure uses. Lafarge Aggregates Ltd wished to ensure that the development would not impinge on the effective operation of their facilities by safeguarding existing industrial and employment operations and ensuring that potential sensitivities/constraints to development were fully addressed.

### **Broomy Farm (approx 400 dwellings)**

There were three comments of support and 11 representations raising concerns about Broomy Farm.

Objectors were primarily concerned about traffic congestion. Traffic levels at the Tollgate Island were said to already be high and could not cope with traffic caused from additional development and existing services such as schools and doctors were already overloaded. A few responses stated that developing the site would lead to the loss of open fields.

Woodville Parish Council considered that development would exacerbate existing traffic problems at the Tollgate Island. Hartshorne Parish Council asked for assurance that before development was considered problems at the Clock Island would be resolved; the Woodville/Swadlincote Regeneration route; schooling made satisfactory and the road from the A511 through the development onto the A514 designed to take the high volume of traffic that would use it. They would not like the road to be used as a 'rat run'.

Two people supported the allocation, one however only in principle, and wondered whether the development would help Granville School expand onto agricultural land to the north and suggested that it was not clear how transport links would service this development.

The site promoter suggested that the site was well related to the existing built form and that there were no overriding physical or land ownership constraints to development. There was also scope for expansion of the existing Granville Sports College, a possible new vehicular access for the school and a new road through the site to link Burton Road with Hartshorne Road, potentially offering relief to the Clock Island.

### **Land to the North East of Hatton (approx 300 dwellings)**

There were 4 representations in support and 12 raising concerns.

Hatton Parish Council supported the allocation of the site for housing providing this delivered an access road from Derby Road at the junction with Sutton Lane, to the nearby major employer. They hoped development might also provide a new access to the Councils Hassall Road sports field site to enable the development of further leisure and recreational facilities. They believed the benefits of the development would far outweigh the loss of green fields and in a survey conducted by Hatton Parish Plan committee, 61% wanted a new road to the large nearby employer. Hatton Parish Council stated that a new road would reduce HGV traffic on Station Road and cars would also have direct access into the large employer site, making a major contribution to improving road safety through Hatton.

Concerns were expressed regarding flooding at the site and Hatton. One response stated that the water table is high for most of year and there is a concern that building on the flood plain will increase the risk of flooding to properties already in the area. Another expressed concern that the road through Hatton is already unable to cope with the volume of traffic at certain times of the day and another feels that Hatton could become a sprawl like Hilton, suggesting that villages need to grow organically.

JVH Town Planning Consultancy and Fisher German suggested that the existing services within Hatton were limited. Fisher German considered that development of

300 houses was not sustainable in this location, particularly as there are issues of food risk, education capacity and reliance on private transport.

St Modwen Development, on behalf of Planning Prospects, did not support the site. They stated that development here appeared disproportionate to the scale of the settlement and the sustainability of the site to accommodate growth. Whilst it was recognised that the site was proposed in order to facilitate local transport improvements, the scale of growth required created a disproportionate level of growth for Hatton, overriding highway benefits.

BNP Paribas Real Estate on behalf of Royal Mail was concerned about increasing traffic levels in Hatton and suggested that the strategic site allocation should be subject to a policy requiring the development of a bypass/new access to the major employer site prior to residential development commencing.

Two site promoters submitted representations supporting development at Hatton. One suggested that a higher number of houses was required and that a larger development wrapping around the north east of Hatton would be preferable in order to provide the suggested infrastructure, which could be developed for up to 580 dwellings. They also asked that the reference to the potential new road being the first phase of the Hatton bypass be removed.

#### **Development on unspecified sites (approx 500 dwellings)**

One respondent agreed with allocating 500 dwellings on unspecified sites whilst three disagreed. One stated that it would give an option to start building anywhere and without regard of the prevailing situation. Another suggested that to not specify sites was too vague. Planning Prospects on behalf of St Modwen Development stated that as part of a plan led approach, their preference would be for sites to be allocated wherever possible.

General comments were also received regarding the unspecified sites. One response stated that significant village development should be restricted to well serviced villages. Another asked whether some development on unspecified sites could be infill within villages, thus strengthening village life but not putting too much pressure on services. Another resident asked why unspecified sites were listed, if the site was not known.

## **Sites not being Preferred**

There were 33 comments agreeing that the non-preferred sites should not be allocated (three respondents agreed with all the sites with three exceptions. One considered that the Pastures Hospital site could be developed, another considered that land south of Woodville and Mount Pleasant could be allocated and Melbourne Civic Society considered that land west of Stenson Fields railway could be an alternative site. A further two representees considered that the non-preferred sites within Derby should not be developed and another agreed with the non-preferred sites within Swadlincote and the villages.

There were 10 comments disagreeing that the non-preferred sites should not be allocated. A further three disagreed that the non preferred sites on the edge of Derby should not be allocated for development and two others disagreed that the non-preferred sites within Swadlincote and the villages should not be developed.

Reasons given for this included: allowing a more even spread of housing development across South Derbyshire; a view no site should be ruled out at this stage as the scale of new housing could be revised down; all sites should be surveyed having regard to population growth in their areas and more housing development should occur around Swadlincote.

Comments which neither agreed nor disagreed with non-preferred sites were also received. It was suggested that brownfield sites should be considered for development before any greenfield sites and concern was raised that some places already had large scale development, creating problems. As such, it was considered that a more even spread across South Derbyshire should occur. It was considered that smaller, less overbearing development could be justified in several areas, such as the former Pastures Hospital site. It was further considered that development at Sandcliffe Road; to the south of Goseley Estate; at Butt Farm and on land to the south of Woodville would increase congestion at the A514/A511 Clock roundabout.

More specific comments regarding each non- preferred sites were received and are discussed below:

### **Newhouse Farm (approx 1800 dwellings)**

Eight responses agreed that Newhouse Farm should not be allocated. Reasons given included: the existing infrastructure - road network, schools and health facilities would be unable to cope with additional development; the need to protect the agricultural land and the need to avoid development that would diminish the countryside.

The site promoters suggested there were no insurmountable obstacles to the development of the site, which, they contended, is available, suitable and achievable. They considered that the preferred sites to the south of Derby had viability issues particularly in regard to the required transport mitigation, including a new A50 junction. It was considered that there would be little difference in terms of visual/landscape impact in relation to Newhouse Farm. They suggested that development at Newhouse Farm could provide a new primary school to cater for the pupil numbers created by the site; would allow for pedestrian and cycle access to the existing Mickleover local centre, though a new centre would also be provided on site and that it would be accessible for a bus service which could be provided by an extension to an existing Mickleover bus route which could be currently accessed within 400 metres of the site. The site promoters felt that the highways issue (A38

congestion) mentioned in the PGS was insufficient justification for rejecting the site and suggested that other preferred sites will also have to deal with this issue. They had commissioned transport research that suggested that the site would not have a significant impact of the strategic road network, plus they had agreement in principle (with the County Council) to provide access onto the A516, which offers sufficient capacity.

### **Hackwood Farm (approx 200 dwellings)**

There were 12 responses agreed that Hackwood Farm should not be developed for housing. Reasons given included the infrastructure, roads (which are already congested within Mickleover), schools, health facilities etc would not be able to cope with development of the site and developing this land would diminish the countryside.

Representations in support of Hackwood Farm from the site promoters maintained that the site is suitable for housing growth and the proposed development would include a local centre and a possibility of connecting to a bus service.

### **Land around former Pastures Hospital development (approx 2000 dwellings)**

Seven representations agreed that land around the former Pastures Hospital site should not be allocated for housing development. Reasons included the capacity of the infrastructure – highways, schools, health facilities etc would not be able to cope with this additional development. It was also been suggest that the site has drainage problems.

One representation considered that the site should be developed for housing.

### **West of Stenson Fields Railway (approx 1750 dwellings)**

There were 17 representations which agreed that the site should not be preferred. The majority suggested that the infrastructure within the area is unsuitable. It was also suggested that the site has poor drainage; the area has already been heavily developed and there are a number of preferred sites near Stenson Fields within the Preferred Growth Strategy. Stenson Fields Parish Council agreed that the site should be non-preferred.

Two responses suggested that this site could be developed for housing. One resident suggested that the proposed 1,950 dwellings at Wragley Way should be split evenly between Wragley Way and this site. Another suggested that this site could be developed if infrastructure and schooling investments were made.

### **Highfields Farm (approx 650 dwellings)**

Five representations agreed that land at Highfields Farm should be a non-preferred. Responses stated that the existing road infrastructure and services would not be able to cope with additional pressures from development; development of the site would encroach into the countryside and would bring development close to rural areas such as Findern.

One representation suggested that Highfields Farm could extend out to the A50 and A38 if infrastructure and schooling investments were made.

### **West of Chellaston (approx 1000 dwellings)**

Two comments were received which agree with the sites non preferred status. One response suggested that the proposed concentration of houses at the site was too great for the area.



Four comments suggested that this site should be developed for housing. One response suggested that the site could be developed with little impact to existing areas and was close to existing infrastructure, including schools, and would not spoil the existing environment. Another response stated that filling-in to the west of Chellaston made sense as it was already a conurbation of the City and if T12 was built there would be a natural boundary that could be filled with housing that would have good access. ADDC architects (on behalf of Derby and Sandiacre Canal Society Trust) wished the Local Authority to consider the relative ease with which the site could be developed in comparison to the strategic sites to the south of the urban area and also take account of the wider benefits to the areas from the development of the site including leisure and tourism (reinstated canal, potential marina at junction with the Trent and Mersey Canal), associated jobs, ecological benefits in conjunction with a 'green corridor', heritage conservation and off-road movements.

The site promoters stated the land is both suitable and available for development. They added that it would be in close proximity to the recently completed new neighbourhood of 'West Chellaston' and that the development would utilise the planned T12 link road and would be well related to the Global Technology Cluster. They considered that these points should have been given greater weight.

#### **Thulston Fields (approx 2,100 dwellings)**

One respondent agreed that Thulston Fields should be a non-preferred site and considered that the existing planning permission at Boulton Moor represented more than enough development for this area.

Four comments were received suggesting that Thulston Fields should be developed for housing. Two suggested that the site was a logical progression from the Boulton Moor development and would take advantage of the school and other public amenities. The site could provide a good amount of green space. One response suggested that the Green Belt area had been devalued by the road infrastructure and that the A50 & A6 now provided a natural boundary to prevent urban sprawl. Another suggested that the development would benefit from the existing roads.

The site promoter submitted representations in support of allocating the land, accepting that 'very special circumstances' would need to be demonstrated for the inclusion of Thulston Fields but proposed that the site no longer fulfilled its Green Belt objectives.

#### **Regeneration in Woodville (approx 650 dwellings)**

Eight specific comments regarding this site had been received, two in support of the site not being developed for housing and five suggesting that the site should be allocated for development.

One response suggested that Woodville had been extensively developed –and that amenities & schooling were already stretched.

Comments given in support of developing the site included: the site complying with the saved policies within the 1998 Local Plan; it making sense to put housing in the Woodville regeneration area in view of the proposed new road, the site being unattractive brown field land; the Vision requiring sustainable growth and renewal opportunities for sites within Swadlincote and the potential to provide a new Gresley FC ground. Another resident agreed with allocating the site providing the link road (Woodville to Swadlincote) is completed.

The site promoter stated that it is available and deliverable and suggested that a comprehensive master plan for the site could address the highway infrastructure constraints and land remediation in order to bring the development forward.

#### **South of Cadley Hill (approx 600 dwellings)**

Two respondents supported the “not preferred” status of the site and two supported its allocation for development. No details were provided on why the site should not be developed.

One comment stated that the site should be allocated due to the current heavy need for housing. Planning Prospects, on behalf of St Modwen Development, stated that the Council had now resolved to approve a mixed scheme of employment and housing on this land and that it might be appropriate to identify this on the Plan.

#### **Land west of the A444 (approx 350 dwellings)**

One respondent supported the site’s “non-preferred” status and one against. No reasons were given as to why the site should not be developed.

The site promoter submitted comments in support of developing the site and stated that the land offered an opportunity to deliver additional housing/ and or employment well related to the edge of Swadlincote, where it will not add to town cramming or traffic congestion. The site promoter also felt that, contrary to the Preferred Growth Strategy assessment, the site offered the opportunity to landscape and master plan the site so that it would not have a harmful impact on the wider landscape.

#### **Land south of Goseley (approx 500 dwellings)**

Only two comments have been received regarding this site, both in support of its “non-preferred” status. One resident stated that the areas around Woodville had already been extensively developed and that existing amenities and schooling were stretched.

#### **Land at Butt Farm, Woodville (approx 400 dwellings)**

Four comments had been received in support of the non-preferred status of the site. One resident stated that the areas around Woodville had been extensively developed and that amenities and schooling were stretched.

Two comments disagreed with the site’s “non-preferred” status. One resident stated that the site complies with the saved policies within the 1998 Local Plan and another site promoter supported the allocation of Butt Farm. The promoter has reduced the development area of the site based on the District Council’s concern that the higher parts at the south were prominent and intruded into the countryside to the northeast. They suggested that the reduction in the amount of development would decrease the impact on the clock roundabout.

#### **Land east of Sandcliffe Road (approx 700 dwellings)**

Four comments had been received agreeing with the site’s “non-preferred” status, with no specific responses received in support. One resident stated that the access roads at the site are unsuitable and that the land is well managed productive farmland. Another said that areas around Woodville had been already been extensively developed and existing amenities and schooling were stretched.

### **Castle Gresley Extension (Mount Pleasant) (approx 500 dwellings)**

Four specific comments regarding this site have been received, two in support of site not being developed for housing and two suggesting that it should be developed.

One additional comment which neither supported nor opposed development of the site stated that development here would give similar infrastructure issues and loss of amenity to the Church Street area, although it is nearer a school that is not currently oversubscribed.

One resident suggested that the site had potentially good access to the A444 and that new facilities at the existing Castle Gresley development could support it.

The site promoter had submitted comments in support of the site and considered that it related well to the existing urban area; was accessible to facilities within the village and had no development constraints.

### **Extensions to Winshill, Burton on Trent (approx 1450 dwellings)**

Six specific comments regarding Winshill were received, four not in support of the “non-preferred” status of the site and two agreeing with it.

Those comments agreeing that the site should be non-preferred stated that the green space was needed between Burton and Swadlincote and that overdeveloping Hilton and the Winshill gap would turn East Staffordshire and South Derbyshire into a mini-conurbation.

Two promoters supported housing development at Winshill, one representing development at Hawfield Lane and another at land at Newton Road. The site promoter at Hawfield Lane stated that it was in a highly sustainable location, was deliverable and could be divided to form logical development portions, which exhibited good permeability and linkages to Burton. The promoter of land at Newton Road stated that the site was sustainable and would actually help to support the closest secondary school in East Staffordshire, which has considerable spare capacity.

### **Land around Hilton (approx 2,200 dwellings)**

Five representations supported allocating the site for housing and five supported its “non-preferred” status.

Reasons given for agreeing that Hilton should be a non-preferred included poor transport infrastructure in the area, capacity constraints at local schools and poor local facilities. Etwall Parish Council strongly felt that additional housing in the Etwall and Hilton area would put too great a burden on existing facilities, including schools and doctors surgeries.

Four developers supported individual sites within Hilton. One, promoting land to the north of Derby Road, Hilton considered that there were no access constraints and mitigation was achievable to rectify all potential minor constraints. The promoter however stated that the Local Authority should look at the sites within Hilton individually and not as a cluster. Another promoter of land south of Hilton and south of the Mease on underused parts of Hilton Business Park, said that the land was available and deliverable, with no development constraints that could not be overcome through a comprehensive master plan, including addressing parts of the site that are subject to flood risk. A further site promoter suggested that the only realistic option for expansion of Hilton was to the north. They suggested that the land

related best to the existing urban area; would result in a compact sustainable expansion of the settlement; lay outside any flooding constraints had no ecological or other known environmental constraints. An additional developer stated that land to the north of Hilton forming part of the larger site, S/0023 in the PGS, should be preferred for development. However it was their intention to propose the site for a non-residential mixed use and commercial development rather than housing.

### **Around other villages (approx 2850 dwellings)**

Nine respondents agreed that strategic scale development within Repton and Aston on Trent should not be preferred. Reasons given included that maintaining village and rural areas for recreational use, preserving village character and the inability of the road infrastructure to cope. One residents suggested that greenfield sites on the edge of small urban areas should be exempt as the nature, tradition and benefits of small communities was otherwise at risk. One representation did not agree with large scale development within villages however, suggesting that small scale development was is advisable. Pegasus Planning on behalf of Clowes Development also does not support large scale development in Aston on Trent or Repton however considers that Aston on Trent is a suitable location for some further growth at a scale in keeping with the form and character of the settlement.

One resident nevertheless suggests that some villages could be extended but not too many.

Specific comments have also been received regarding development in Repton and Aston on Trent. One resident states that the proposed scale of development within Aston on Trent would overwhelm and significantly affect the character of the village, which would be in direct opposition to the stated aim within the Vision to keep local scale development in keeping with the size, role and character of the village.

Regarding Repton, another resident agrees that development should not occur within the village and should be protected as a nationally important historic village. Three comments however have been received which suggest that development should be located within Repton. One resident suggest that Repton may be a more suitable village and a site promoter has submitted representations supporting development at Chestnut Way, and a site to the east of the junction of Springfield Road and Mount Pleasant Road respectively. Another site promoter assumes that land to east of junction of Springfield Round and Mount Pleasant Road, Repton was not identified as a 'preferred strategic site' purely on the basis of its scale relative to the size of Repton rather than an assessment of its suitability for development or the credentials of Repton as sustainable location for development. The promoter agree that a settlement hierarchy should be prepared to identify key villages which are most able to accommodate development and anticipate that Repton will score highly in the settlement hierarchy, which will provide the basis to justify an appropriate amount of development over the plan period.

### **“Safeguarding” land in the Nottingham – Derby Green Belt**

It was apparent from the responses there was some confusion over the meaning of the Government’s policy on ‘safeguarding’ Green Belt land. As a result, it is difficult to draw any definitive conclusions from the responses received. The majority of the public however suggest that the land should not be safeguarded for development and should instead continue to be protected as Green Belt. The main reasons given for this include leaving the land for agriculture use, Green Belt land is required to prevent urban sprawl and protect the character of villages and that developing a site within the greenbelt would affect wildlife. There were nevertheless some responses who stated that land should be safeguarded for development.

There was a mixed response from developers and planning agents on this matter.

Stantiforth Astill Ltd for example supported safeguarding the land in question in accordance with Government Policy. Paribas Real Estate on behalf of H K Wentworth acknowledged that some Green Belt land may be needed for development, however suggest that development on the Green Belt should be minimised and every effort should be made to develop in existing urban areas first.

Knight Frank on behalf of R A Hutchinson, PJ Hutchinson, G Richardson, J Edney state that as a general development principle they support the safeguarding of land in the Green Belt. Knight Frank firstly advocate that the site at Thulston Fields should at least in part be allocated as a strategic site, with the remainder of the land being later phases or safeguarded. If the land at Thulston Fields is not allocated or only part is, they suggest that the safeguard policy has the flexibility to allow for the early release of the site should there be a shortfall in housing land supply or an increase in market demand over the plan period. If the Local Plan does not allow for such a mechanism it may become under pressure to grant planning permission for housing in less sustainable locations, which would be at odds with the NPPF.

Barratt Home/David Wilson Homes, JVH Planning and Nathaniel Lichfield and Partners, however, do not agree with ‘safeguarding’ the Nottingham-Derby Green Belt for development suggesting that development opportunities on the southern edge of Derby up to the A50 should be maximised before land is safeguarded to meet longer-term needs.

JVH Planning states that any development in that location will prejudice the purpose of the Green Belt, which is currently forming part of the strategic gap between Derby and Nottingham, which is one of the Green Belts fundamental aims. Other development opportunities exist, which can be provided within the plan period or in the future and Nathaniel Lichfield and Partners (NLP) suggest that the housing growth levels set by the HMA, as well as the higher housing growth figure identified by NLP, could still be accommodated without changes to the Green Belt.

Thomas Taylor Planning Ltd states that the Council should not safeguard the land unless exceptional circumstances exist and non-preferred sites should be considered first.

Derbyshire County Council considers that it is appropriate that the District Council consider the possible need to review Green Belt boundaries and identify potential ‘safeguarded land’ in the area in question. DCC, the three Derby HMA authorities and Erewash Borough Council undertook a Technical Assessment of the Derby PUA Green Belt Purposes in 2012 and the assessment concluded that the construction of the A50 and A6 spur represent new clearly defined, defensible and permanent physical features which form new inner boundaries to the Green Belt in this location.

## **Employment sites**

The majority of responses received agree that land should be allocated for strategic employment purposes south of the Global Technological Cluster at Sinfin Moor and a northwards extension of the Dove Valley Park. There were 50 comments received that supported both suggested sites and 17 comments specifically supporting employment south of the Global Technological Cluster and nine responses supporting an extension to Dove Valley Park were received.

Some of the reasons for agreement on this matter include: further employment being necessary; the region already been used for employment purposes, Dove Valley Park has good links to major roads, the Global Technology Cluster is close to the existing population and infrastructure and the proposed A50 junction would be useful to this development.

Six further comments of support have also been received, each however with a caveat. These caveats include: yes, provided the developments permitted are sensibly related to the businesses of the existing occupiers, yes providing the sites are brown field land, yes but only if they get utilised with no vacant buildings, not unless they can be filled immediately afterwards at a standard commercial rate, providing employment is not just business offices only, agree providing not for heavy industry use and only if rail connected and bulk of road traffic goes onto truck network directly.

There were 16 comments received which disagreed with the allocation of both employment sites, a further 7 disagree with proposed allocation at Dove Valley Park, and a further 4 disagree with the allocation south of The Global Technology Cluster.

Some of the main reasons for the objections to the proposed allocations include: the impact on the area and traffic being too large and putting strain on local resources including schools and shops. The proposal at Dove Valley Park is of an inappropriately large scale for an essentially rural site, and there is concern of the effect this would have on the area.

One response suggests that Sinfin Moor is again being disproportionately targeted and another suggests that the area south of the Global Technological Cluster will be the first visual encroachment into the Trent Valley and will stick out like a sore thumb.

Further comments were made which neither support or object to the proposed employment sites. These comments include: If Dove Valley Park is extended a second access would be required, such development depends on demand, the whole issue of industrial land will be thrown up in the air by the proposed railhead, if the number of dwellings arrive as proposed within the PGS there will be a strong need for employment, development of the Global Technology Cluster should not solely be within the Sinfin Moor Area. Natural England is concerned that the expansion of Dove Valley Park could adversely impact the setting of Sudbury Hall, however it is considered that this impact may be dealt with through mitigation works, and the Highways Agency are concerned that the expansion of Dove Valley Park is likely to impact upon the A50, however does not have significant concerns over the proposal.

BNP Paribas on behalf of H K Wentworth Limit suggests a flexible approach should be taken towards the release of existing and former employment sites. Local Plan policies should provide flexibility for re-use/redevelopment of vacant employment sites within the existing urban area for alternative uses, including housing when employment is no longer viable and John Church Planning on behalf of ATL suggests

that land lying between Woodyard Land and Hey Lane, Foston should be considered for employment development.

Two site promoters have submitted representation in support of the strategic employment sites, one in support of the northwards extension of Dove Valley Park and one in support of employment south of the Global Technological Cluster.

*Draft*

## Appendix 1

### Summary of statutory consultees responses

Below is a brief summary of main comments received from the specific consultation bodies:

**Parish Councils:** A range of comments have been received from several parish councils within South Derbyshire. These include concern over the existing road infrastructure and services within Derby Urban Area and Swadlincote being able to cope with additional development together with secondary school capacity within South Derbyshire. Concern over flooding issues has also been raised by two Parish Councils.

### Derbyshire County Council as strategic planning and transportation authority:

A large number of detailed comments were received in relation to specific sites summarised, in part, in this report above. Comments relate to strategic planning, transport, infrastructure (including other County Council services) and landscape matters. Other particular issues not summarised above include pressure on waste facilities, broadband, libraries, adult care and Fire and Rescue (sprinklers).

**The Coal Authority:** The Local Planning Authority should have regard to the presence of surface coal resources and mining legacy features in its choice of site allocations at all stages in the Local Plan process, including strategic sites. At present there is no indication that the preferred growth strategy has had due regard to these factors as required by the NPPF.

**Sport England:** It is vital that sports policies are integrated into the Core Strategy and development options. Sport England have created a Sports Facilities Calculator (SFC) to help Local Authorities quantify how much additional demand for the key community sports facilities is generated by population growth, development and regeneration areas. The SFC for South Derbyshire was based on 6,700 new homes (16,000 new residents) and this indicated that South Derbyshire would demand three new swimming pool lanes, 4.5 badminton courts (together perhaps one leisure centre) and 0.5 of an AGP at a capital cost of some £5m. The assessment serves to emphasise the need to be aware and to plan for housing growth, which incorporates social infrastructure requirements

### The Highways Agency (HA):

- The A38 west Of Derby is under pressure and this has implications for the level and location of future development. This can be resolved through the Derby Junctions scheme, but there is currently no certainty over the timescale for delivery of this. The HA therefore has a significant concern over the potential impact of development to the west of Derby.
- Junction 24a of the M1, which connects the A50 to the motorway, is currently under pressure. Strategic developments that individually have a significant impact on this or other A50 junctions will therefore be expected to deliver mitigation improvements.
- The PGS proposes a new A50 junction at Stenson Fields, but it is considered that this would be detrimental to the operation of the Strategic Road Network as it would attract traffic to the A50. For this reason it would not represent an acceptable option.
- The HA considers that sites can be brought forward to the south of Derby in a way that will not place excessive pressure on the A50.



## **The Environment Agency**

### **Boulton Moor (Phase I and II)**

- There is currently insufficient information about the flood zone around the Wilne Drain. As such the extent of any easement is unknown and hydraulic analysis of this watercourse will be required to establish the level of flood risk.

### **Hatton (V1) Land North East of Hatton.**

- A sequential test is required for this site as it lies in Flood Risk Zone 3a. If sites at a lower risk can not be identified a Level 2 SFRA is required. This would consider the detailed nature of the flood hazard.
- Currently Hatton does not have an acceptable standard of flood protection, whilst new flood defences will protect existing settlements they are not in place to promote new developments. However if the site is sequentially preferable the agency will seek contributions towards the Lower Dove Flood Alleviation Scheme.

Foul sewerage: There is lack of capacity in the southern and south west of Derby (Sites DUA3, 4, 5, 6 and 7). In the absence of improvements to the foul sewerage system the volume and frequency of discharges from combined sewer overflows could exacerbate foul flooding problems. To date we are not aware of Severn Trent committing to any specific scheme to resolve this issue. The local planning authority should be satisfied that the necessary improvements are in place when these sites are put forward as preferred options.

Flood risk: Would strongly advise redrawing site boundaries on allocations so they lie outside of flood risk

## **Natural England (NE)**

Natural England generally supports the Vision particularly the aspiration that the countryside and green spaces should be connected by green networks and that the quality and diversity of the District's wildlife will have been improved. In addition they also welcome South Derbyshire's continued involvement in the National Forest.

In respect of site specific comments NE made the following comments:

- **Land North of William Nadin Way, Swadlincote, Chellaston Fields Derby and Wragley Way**  
The proposed sites are in close proximity to Local Wildlife Sites or Local Nature Reserves. We would suggest that there should be a buffer zone around the sites to protect nature conservation interests. We would also recommend that every opportunity should be taken to encourage green infrastructure links and environmental improvements.
- **Broomy Farm Woodville, Land off Holmleigh Way Derbyshire**  
Sites are close to Local Wildlife Sites. If the sites are developed they should incorporate green links to surrounding green infrastructure.
- **Land off Primula Way, Stenson, Land at Gresley**  
If this site were developed that it should incorporate green links to surrounding green infrastructure.
- **Dove Valley Business Park**  
The site is in close proximity to Penny Waste Wood which is an area of Priority Habitat Woodland.

- **Global Technology Site**

This employment site is closely sited to the Sinfin Moor Lane Meadows Local Nature Reserve and Local Wildlife Site which NE would not want to see adversely affected from this proposed development. Furthermore the Sinfin Moor Lane stream is in close proximity to the site and could support a population of water voles.

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## Appendix 2

Below is a table listing the name and organisation of all consultee responses received.

Respondee
A J Flintham
A.G. Eley
ADDC-Architects on behalf of Derby and Sandiacre Canal Society Trust
Alan Jones
Alan Saywell
Alan Woodward
Alison Boulton
Andrew Ball
Andrew Govan
Anna Wright
Anne Heathcote
Anon 10
Anon 11
Anon 12
Anon 13
Anon 14
Anon 15
Anon 4
Anon 5
Anon 6
Anon 7
Anon 8
Anon 9
Anon16
Barratt Homes/David Wilson Homes
Barrow Upon Trent Parish Council
Barry Tweats
Barton Willmore On behalf of Chamberlain family
Barton Willmore on behalf of Welbeck Land LLP
Bellway Homes c/o Turley Associates
Ben Stuart
Beryl Dyson
Bloor Homes Limited East Midlands Division
BNP Paribas Real Estate on behalf of H K Wentworth Limited
BNP Paribas Real Estate on behalf of Royal Mail Group
Boyer Planning
Brian & Margery English
Brian Armstrong
Brian Pereira
Burnaston Neighbourhood Watch

Burnaston Parish Council
C Dissington
C J and R A Hutchinson
C Wardle
Campaign for Real Ale (CAMRA)
Capita Symonds on behalf of Hallam Land Management Limited
Caroline Moore
Cathy Lee
Charles Fellows
Chellaston Residents Association
Chris Middleton
Chris Moore
Chris Padfield
Christine Anne Beddows
Christopher Sellek
Claire Compton
Claire Seaton
Clifford Dennis
Cllr David Shepherd
Cllr Robin Turner
Cllr Steve Taylor
Colin Walker
D Betteridge
D Rostron
Daniel Craig
David Allsebrook
David and Jenny Connor
Derbyshire C.P.R.E. (Council for the Protection of Rural England)
Derbyshire County Council
DPDS Consulting Group on behalf of Derbyshire Fire and Rescue Service
DPDS Consulting Group on behalf of Linda Dakin
DPDS Consulting Group on behalf of Mr Rupert Boissier
Dr Brian Hands
Dr Kevin Brian Cordes
Duncan Hewitt
E Blackstock
E Smithson
E.Higginson
E.W. Lowe
Edward Hicklin
Egginton Parish Council
Elvaston Parish Council
Elvaston Parish Plan Steering Group
Environment Agency
Erewash Borough Council
Eric Lummis

Etwall Parish Council
Ewan Thompson
F Prockter - Findern Footpath group
F.R Bleakman
Fisher German on behalf of Trustees of the Melbourne Estate
G K Turner
Gail Edwards
Gareth David Sully
Gary Middleton
Gary Pasco
Gladmans Development Ltd
Gregory Grey Associates (on behalf of the Garden Centre Group)
Hallam Land Management Limited (HLM)
Hallam Land Management Ltd (c/o Turley Associates)
Hartshorne Parish Council
Hatton Parish Council
Heaton Planning on behalf of Lafarge Aggregates Ltd
Highways Agency
How planning on behalf of client
I jones
Ian & Elizabeth Carlier
Ian Hill
Ian Mchugh
Ian McHugh - IMcH Planning and Development Consultancy
Inland Waterways Association
J Geary
J Paulson
J Waring
J.F.B.Ayres
J.R.Smith
Jayne Edmunds
Jeff Spencer
Jim Pike
JMW Planning Limited
Joanna O'Grady
Joanne Brown
Joanne Vickers
John A Harvey
John Church Planning Consultancy Limited
John Dhamrait
John Hill
John Holloway
John Huskins
Jonathan harbottle - Howard sharp & partners llp
Julie Craig
JVH Town Planning Consultants on behalf of D Hodgetts.
JVH Town Planning Consultants on behalf of JF & EA Atkinson

JVH Town Planning Consultants on behalf of Various Clients
K A McCarthy
K Rogers
K Rogers
Karen Ashington
Karen Shaw
Karen Walker
Kathryn Coxhead
Katie Smith
Keith Ferris-Moran
Kevin Clarke
Kevin John Richards
Kevin Pearn
Knight Frank on behalf of Mr and Mrs J Blackton
Knight Frank on behalf of R A Hutchinson, PJ Hutchinson, G Richardson, J Edney
Lindsey Inman
Lindsey Wright
Liz Frogatt - Findern Footpaths Group
M Bennett
M Ride
M Unsworth
M. Mulholland
Manjit Chahal
Martin & Helen Dutton
Martin Aten
Matt Burns
Melbourne Civic Society
Melbourne Parish Council
Michael Acraman
Michael Allen
Michael Holland
Michael Stanton
Michael Unsworth
Mick Virgilio
Miles Nesbitt
Miss A B White
Mr & Mrs Bate
Mr & Mrs Burrell
Mr & Mrs D. Dockray
Mr & Mrs Dyke
Mr & Mrs Edwards
Mr & Mrs G.Mitchell
Mr & Mrs M Prince
Mr & Mrs Margaret Storry
Mr & Mrs Marson
Mr & Mrs O'Regan

Mr & Mrs Osborne
Mr & Mrs P. Bean
Mr & Mrs P.J.Hopkins
Mr & Mrs R J Latham
Mr & Mrs Taylor
Mr & Mrs P.Harrison
Mr A D Lomas
Mr A.R Brewin
Mr Akhtar
Mr and Mrs Bailey
Mr and Mrs Bains
Mr and Mrs Clarke
Mr and Mrs Richards
Mr Carl Sherratt
Mr D J Gossling
Mr Donald Courtenay MacDonald
Mr G Swindale
Mr Gilbert
Mr Joe Nutman
Mr John Blackton
Mr Keith Chilton
Mr Khunkhun
Mr P Wade
Mr P. Hodgkinson
Mr R Jackson
Mr R.I. Grundy
Mr Tankard
Mr. Hopkins
Mr. P. Cooke
MR. R. D. McBride.
Mrs C Smith
Mrs D K Bains
Mrs D Taylor
Mrs J.M Thomas
Mrs Jacqueline Bratby
Mrs Jean Howarth
Mrs Lilian Dowling
Mrs M Bradshaw
Mrs Pendlebury
Mrs Rosemary Jefferson
Mrs Thelma D Long
Mrs V. Stower & Miss P. D. Stower
Nathaniel Lichfield and Partners on behalf of Commercial Estates Group
National Trust
Natural England
Nick Freeman

Nick Hutchinson
Nick Sandford
Norman Slater
P Richardson
Parmjit Kaur Mashiana
Paul Butt Planning Limited
Paul Sandford
Paula Sharpe - Newhall Surgery
Paulette Low
Pegasus Group on behalf of Redrow Homes Midlands
Pegasus Group on behalf of Talavera Estates Ltd
Pegasus Planning Group on behalf of Clowes Developments UK Limited
Pegasus Planning Group on behalf of David Wilson Homes Limited
Pegasus Planning Group on behalf of Hallam Land Management Limited
Pegasus Planning Group on behalf of Persimmon Holmes North Midlands
Pegasus Planning on behalf of Bloor Homes
Pegasus Planning on behalf of Miller Homes
Pegasus Planning Group on behalf of Miller Holmes, Barrett Developments, Persimmon Homes, Redrow Homes Midlands, Bloor Holmes, William Davis Homes, Clowes Developments, Hallam Land management.
Peter Bradfield
Peter Diffey and Associates Limited on behalf of SBS investments
Peter Hull
Peter Musiak
Peter Sewell
Peter Williams
Planning Prospects on behalf of St Modwen Developments
Planning Prospects on behalf of Dyson Group and St Modwen Developments
R & GE Atkinson
R & S Wain - Burton Civic Society
R Mackie - Derbyshire Fire and Rescue Service
R. A. Westerman
Repton Village Society
Robert Adams
Robert Mann
Roger Higgins
Roger Porter
Roy Eaton
Ruth Attwood
Ruth Forrest
S & J Cowdery
S G design Studio
S V Radford
Sarah Tweats
Saul Green
Savills on behalf of Christ Church
Savills On behalf of Robert Brooks and consortium of land owners



Shawn Brotherhood
Sheila Jackson
Signet Planning on behalf of Peveril Homes
South Derbyshire Partnership Board for Learning Disabilities
Spencer
Sport England
Staniforth Astill Ltd Planning Consultants on behalf of Mr S Frawley, Mr & Mrs Hawksworth, Mrs M Stafford & Family and Mrs P Hampson & Family
Stenson Fields Parish Council
Steve & Susan Coupland
Steve Coxhead
Sue Huskins
Susan Dinnall
Terry Portus - Integrex Ltd
The Coal Authority
The National Forest Charitable Trust
The National Forest Company
The Planning Bureau Limited on behalf of McCarthy and Stone
Thomas Taylor Planning Ltd
Tony Beresford
Truley Associates on behalf of Western Power Distribution
Turley Associates on behalf of Drakelow Developments Limited
Victoria Reeve & Gary Myatt
Victoria Tomlinson
Vincent and Grobing Planning Associates on behalf of Trenport Investments Limited
Warren Greenway
William Greet
Woodville Parish Council

### Appendix 3

#### List of drop-in events held for the Preferred Growth Strategy

Venue	Date	Time
Frank Wickham Hall, Portland Street, Etwall, DE65 6JF	15 October 2012, Monday	3pm – 7.30pm
Hilton Village Hall, Peacroft Lane, Hilton, DE65 5GH	17 October 2012, Wednesday	3pm– 7.30pm
Swadlincote Market, High Street, Swadlincote, DE11 0AG	19 October 2012, Friday	10am –2.00pm
Swadlincote Market, High Street, Swadlincote, DE11 0AG	20 October 2012, Saturday	10am –2.00pm
Hatton Centre, Station Road, Hatton, DE65 5EH	22 October 2012, Monday	3.15pm –7.30pm
All Saints' Heritage Centre*, Shardlow Road, Aston on Trent, DE72 2DH	23 October 2012, Tuesday	3pm – 7.30pm
Littleover Methodist Church*, Constable Drive, Littleover, Derby DE23 6EP	1 November 2012, Thursday	3.30pm -7.30pm
Old Post Centre, High Street, Newhall DE11 0HX	5 November 2012, Monday	3pm – 7.30pm
Stenson Fields Primary School, Heather Close, Stenson Fields, Derby, DE24 3BW	7 November 2012, Wednesday	4pm - 7.30pm
Findern Village Hall, Castle Hill, Findern, DE65 6AL	9 November 2012, Friday	3pm – 7.30pm
Woodville Youth Centre, Moira Road, Woodville, DE11 8DG	12 November 2012, Monday	4pm – 7.30pm
Mickleover Country Park Social Club*, Merlin Way, Mickleover, DE3 0UJ	14 November 2012, Wednesday	3pm – 7.30pm
Melbourne Assembly Rooms	16 November 2012, Friday	3pm – 7.30pm
Church Rooms, adjacent to St George and St Mary's Church, Church Street, Church Gresley	19 November 2012, Monday	3pm – 7.30pm
Chellaston Academy*, Swarkestone Road, Derby, DE73 5UB	21 November 2012, Wednesday	3.30pm – 7.30pm
Elvaston Village Hall, Elvaston, DE72 3EP	6 December 2012, Thursday	3.00pm – 7.30pm
* Joint events alongside Derby City Officers		