

OUTLINE PLANNING APPLICATION FOR THE RESIDENTIAL DEVELOPMENT OF UP TO 300 DWELLINGS, EMPLOYMENT USES AND A LOCAL CENTRE

CONSULTATION STATEMENT

LAND NORTH OF OCCUPATION LANE, WOODVILLE

ON BEHALF OF HARWORTH GROUP PLC

Pegasus Group

4 The Courtyard | Church Street | Lockington | Derbyshire | DE74 2SL

T 01509 670806 | **F** 01509 672247 | **W** www.pegasuspg.co.uk

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PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

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1. Introduction

- 1.1 This Consultation Statement accompanies and supports an outline planning application for the residential development of up to 300 dwellings, a local centre and employment land, on land north of Occupation Lane, Woodville.
- 1.2 This statement documents how Harworth Group plc have engaged with the local community and other key stakeholders, summarising the key issues that have emerged to date, and showing how these issues have been taken on board as part of the scheme design.
- 1.3 Public consultation is an essential element of the planning and development process. It is about engaging with local communities to shape a proposal so that the subsequent application takes into account, as far as is appropriate and possible, local views and opinions.

National Planning Policy

- 1.4 The National Planning Policy Framework (NPPF) 2019 seeks to encourage developers to engage with the local community at an early stage in the development process. Paragraph 40 advises that local authorities should “encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications”.

Local Planning Policy

- 1.5 South Derbyshire District Council adopted its Statement of Community Involvement (SCI) in September 2018. The SCI indicates a range of partners that the Council will seek to involve, indicating when and how they will be invited to engage with the planning system.
- 1.6 Throughout the development of its proposals for land at Occupation Lane, Awsworth, Harworth Group plc have been committed to engaging with officers from South Derbyshire District Council, local interest groups and members of the local community. A range of approaches to engagement and consultation have been undertaken and these are outlined in the following sections.
- 1.7 The consultation undertaken has helped the development team to significantly understand local concerns and issues and has helped to frame the proposals, with

a number of amendments to the scheme being made following the consultation process.

Good Practice Guidance

- 1.8 The Royal Town Planning Institute have published a Good Practice Guide to Public Engagement in Development Schemes.
- 1.9 This guidance includes advice on the different approaches to engagement which can be considered appropriate at different stages of a project. At the pre-application stage this includes:
- raising awareness of the consultation in the local area – approaches include: a press notice, newsletter, website, leaflet drop;
 - building understanding – approaches include leaflets, websites, information sheets, un-staffed exhibitions, telephone hotlines;
 - consult and communicate – approaches include staffed exhibitions, interactive displays where questions can be asked and answered, questionnaires for feedback and comment, presentations to local groups, updates via newsletters, consideration of requests for facilitated events and interactive websites.

Developing an Approach

- 1.10 Building on best practice, national and local policy guidance, an inclusive approach to pre-application consultation with the local community was developed.
- 1.11 As the following chapters demonstrate, an extensive, inclusive and meaningful consultation exercise was put together for this application. A variety of approaches were used to ensure a range of different opportunities were provided for people to make their views known. There was a wide awareness raising campaign with extensive distribution of leaflets within the local area.
- 1.12 A project website was also created which enabled local residents and interest groups to leave their feedback/comments through the website.

2. Public Consultation

Leaflet

- 2.1 A leaflet was designed which set out information about the proposals and explained the rationale behind the consultation. Some 2,000 leaflets were delivered to homes and businesses in the vicinity of the site from Thursday 9th until Monday 13th May 2019. Leaflets were also placed at Woodville Library and Information Centre, and at the exhibition venue – Woodville Methodist Church.
- 2.2 The distributed leaflet contained information about the proposals for development and provided details of the public exhibition. A copy of the leaflet is enclosed at **Appendix 1.**

Website

- 2.3 In order to invite engagement and provide easily accessible information on the development proposals, a website was set up at www.woodville-regeneration.co.uk. This went live on the morning of the public exhibition. The website provided information about the emerging proposals, including an aerial site location plan, the proposed masterplan, details of the proposed development of the site and the consultation process.
- 2.4 The website also invited feedback via a comments form; the aim being to allow people to participate at a time which was convenient to them. The consultation period ran until Friday 14th June 2019.

Posters

- 2.5 Posters were distributed at key focal points in Woodville during week commencing the Monday 20th May 2019. The poster provided details on the public exhibition and the time and location of the event.
- 2.6 The poster can be viewed at **Appendix 2**, and the location of the posters can be found at **Appendix 3.**

Public Exhibition

- 2.7 A consultation event was arranged, to allow local residents to view the proposals for development. The public exhibition was held on Tuesday 28th May 2019 from 3:00pm to 7:00pm at Woodville Methodist Church, 82 High St, Woodville,

Swadlincote DE11 7EA. A preview session was held from 2:30pm – 3:00pm for invited Local Councillors.

- 2.8 Representatives from the development team were on hand to answer any questions or queries residents had about the proposals and the emerging masterplan.
- 2.9 Exhibition boards explaining the development proposals and showing an illustrative masterplan were on display at the exhibition. Copies of the exhibition boards can be viewed at **Appendix 4**.
- 2.10 Comments forms were available for completion at the exhibition, or alternatively could be returned to Pegasus Group by post. The comments form was open ended to encourage a wide range of comments to be made. The comments form was also accessible online, and comments could be submitted through the website (www.woodville-regeneration.co.uk) as detailed above.
- 2.11 The consultation period officially ran from 9th May 2019 (to coincide with leaflet delivery) to 14th June 2019. Late comments received up to the time of writing this report have, nonetheless, still been incorporated within the analysis.

Engagement with South Derbyshire District Council and Derbyshire County Council

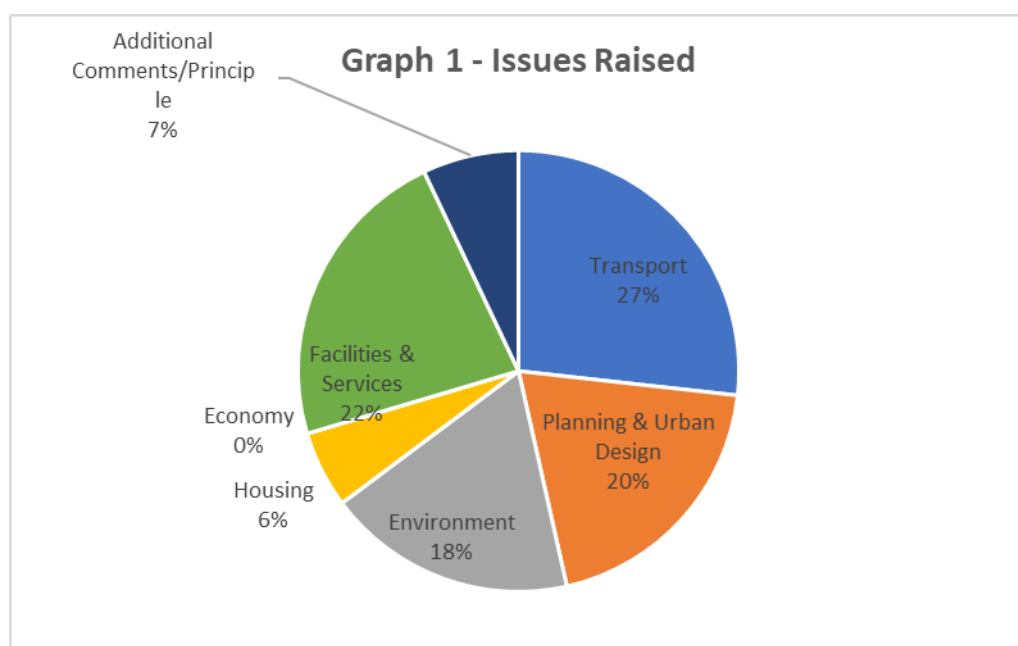
- 2.12 Pre-application discussions have been held with officers at South Derbyshire District Council in relation to these development proposals. There has also been positive dialogue with Derbyshire County Council in relation to the detailed design of the Woodville Regeneration Route to ensure that both schemes are designed in a comprehensive manner.
- 2.13 A presentation to local councillors was held on 11th January 2019 in order to ensure they were aware of the emerging proposals for the site and to seek initial feedback at an early stage.

3. Consultation Responses – Issues Raised

- 3.1 The purpose of the public consultation was to encourage views and perspectives from the local community to help shape the potential development of the site. Approximately 78 people attended the public exhibition.
- 3.2 A total of 34 comments were received from all sources during the consultation process up to Friday 14th June 2019. These were identified through:
- 20 comments from the public exhibition; and
 - 14 comments received from the website.
- 3.3 The comments form contained a comments box to invite participants' views about the emerging proposals without constraining views to specific topics.

Issues Raised

- 3.4 All comments received through the various consultation methods have been analysed on the basis of the various issues raised by respondents. The responses generally contained more than one comment and there are areas of overlap where several people have raised similar issues.
- 3.5 When broken down into issues raised, it can be seen from **Graph 4** that 'Transport' (28%) was the most frequent issue raised, followed by 'Facilities and Services' (22%), and 'Planning and Urban Design' (18%).



3.6 A summary of the various issues raised in **Graph 1** are documented in **Tables 1 – 6** below. For ease of reference these have been broken down into key themes and set out as 'comments', 'suggestions' and 'questions', as appropriate. At the end of each issue there is a brief summary of comments. Section 5 provides an explanation as to how the scheme has responded to the issues raised, and if not, why this has not been possible.

Table 1: Transport	
Type of Response	Summary of Issues Raised
Comments	Would like to see a relief road having access to the industrial sites on Swadlincote Rd. This would reduce the amount of heavy vehicles using the Tollgate Island.
	The new road system sounds like a very good idea. The good use of existing brown field land.
	There should not be an access point on Occupation Lane to the proposed development. This lane is very narrow. Occupation Lane should remain a dead end with very clear visible signage.
	I believe that the employment units need direct transport access to SW. Not suitable for families to use estate roads.
	Main concern is the traffic. Proposed entry from Moira Road is a worry as this is currently a busy road with school time traffic being a major cause. Occupation Lane at the Albert Village is not fit for purpose currently and further development would increase the problem.
	I live on Moira Road towards the end opposite the open field, have speed bumps put in on Moira Road as well to then have an access point for traffic that will ultimately cut across from Gresley to Woodville making the bypass around Woodville redundant.
	Mushroom Hall roundabout must be in place, so must the link road. Without these traffic improvements, the local residents will be severely inconvenienced further. Albert Village, Main Street, Occupation Lane and Occupation Road are all suffering greatly from increased traffic each year as it is a rat run for the A444 & M42.
	The Proposed new link road will be a cause for concern in respect of the obvious rat run which will create traffic as used to avoid Woodville Clock Island. Concerns with the new junction with Woodtape Street. I would have preferred to not see a direct junction onto the new traffic island.
	I understand the need to cut some traffic from the tollgate island, but building all these houses will create even more traffic. Some houses have 3 cars.
	More traffic to the area that is already busy and over populated.

Table 1: Transport	
Type of Response	Summary of Issues Raised
	Access point on Occupation Lane is not feasible due to people cutting through and it becoming dangerous.
	The crossroads at Mushroom Hall junction (Main Road/Occupation Lane in Albert Village) is extremely dangerous. Increasing the number of cars using this junction without safety measures such as lights, is ridiculous. This is in North West Leicestershire so as the new housing is on the border they need to be involved.
	The access to houses from Occupation Lane will have a detrimental affect for the houses on Occupation Lane, the road is narrow and parking will be affected.
	No more traffic through Albert Village. The road is not big enough and the lanes only measure 10.6 foot and 8 foot instead of the 12 foot each lane. The road should be built before any new building takes place.
	As a resident living on Occupation Lane I strongly object to an access road being built leading to the new estate. The lane is a narrow country lane and the increase in traffic would make parking and access to the current houses very difficult. It would also make the current road dangerous in my opinion as a lot of residents have to park on the lane and if there is a lot more traffic using it then the potential for accidents, vehicle damage, access issues.
	The local roads can't deal with more traffic and now we find out Moira Road and Occupation Lane are now planned access roads. Unbelievable.
	Unless provision is made to build a primary school on the site as the current school is at capacity, a weight restriction put on the High Street (the same street that cannot be widened and is fundamentally the same as 100 years ago), and the Tollgate Island significantly improved I can see no benefit in clogging up our infrastructure any further.
	More traffics coming up Hepworth Way more noise and disruption for the residents who live just off that road!!!!
Questions	Will the be any traffic calming measures to discourage joy riding?
	High Street should have been included in this review, because Moira Road has nowhere near the traffic that High Street has to endure. The solution to high street's problem has not even be considered. How are you to force lorries to take Hepworth Road instead of High Street if they are going to Burton Road, or to access the lorries storage depot or Wards Scrap & Recycling Plant?
Summary	There are some concerns regarding the increase in traffic in the local area. There are several comments regarding the proposed secondary access from Occupation Lane and the proximity of this to existing dwellings. Also comments are raised in relation to current safety issues at the Mushroom Hall (Main Road/Occupation Lane) junction

Table 1: Transport	
Type of Response	Summary of Issues Raised
	towards Albert Village, and concerns that increased traffic movements from the proposed development may increase these issues.

Table 2: Planning and Urban Design	
Type of Response	Summary of Issues Raised
Comments	Will smarten up the area.
	Occupation Lane must retain a dead end and there should not be an access point from Occupation Lane into the new development.
	I live on Occupation Lane and I object to the proposal having an access point to the building work. The lane is narrow and would result in increased traffic, pollution and lack of privacy. No public access should be available from the lane. When the housing is built I suggest a bank of trees shielding us from them as at the moment it is a field and I am concerned about the lack of privacy, noise, impact on nature. The Lane must remain a dead end with no public access and needs to be clearly signposted. Should use the roundabout instead.
	Interested in creating access on land belonging to I.
	I am not really sure I want to be looking at the roof tops of houses or industrial buildings - I do think how it's laid out is possibly not the best way round in my opinion, I'm all for making use of the area but I would like to see maybe a better plan.
	It is good that the proposed industrial site is at the same end as the existing industrial area. But, the recreational green park area is at the furthest point away from the houses which is a scenery wasted on factory units. I do not think having an access point halfway up Occupation Lane as well as from the roundabout is a good idea.
	The access to the estate should be from the new roundabouts that are also being built. The lane should also remain a dead end which it has been for many years. I bought my property because it is in a peaceful, natural setting and I do not want that spoilt by a road directly opposite my front door. At night-time car lights would be shining directly into my living room and in the day, people will be able to see straight into my home therefore I would have my privacy disrupted.
	This regeneration route was intended to create what is basically a Woodville bypass to relieve traffic at tollgate island.
	My name is XXXXXXXX and I currently live on XX Occupation Lane right opposite where the access road is in suggestion of being built. I'm afraid we object to an access road to the new build estate via Occupation Lane because it is a very quiet lane and one of the reasons we purchased the property. My car is always parked outside my house and when having people on the land opposite to study the location of

Table 2: Planning and Urban Design

Type of Response	Summary of Issues Raised
	the land and run checks etc previously; my car was badly damaged by a lorry trying to turn into the access gate you have suggested. This caused financial difficulty in getting the car repaired as well as added stress. I also would like for the road to stay closed at the end as we still have lorries and vans trying to gain access to the main road through his route. It also means potential for cars to be parked near the access causing an unnecessary one way system with no through road at the bottom. This could end up causing issues as the road is already narrow. We have had issues in the past with lorries driving down to the bottom of the road and then struggling to reverse meaning they had to drive backwards back down the road which is a safety issue in itself. I believe if the road is re opened, this will allow for more vans and lorries to pass through the road. Overall, I am accepting of the new builds in the fields opposite but would like the access road to be on the roundabout at the end of the road and not opposite our home currently at the access gates to the field which would cause issues with parking, privacy, and would cause safety issues if vans and lorries were to use the road. I also oppose of opening the through road at the bottom as again, this has caused issues in the past. I hope these comments find their way and appreciate the time you have taken to read my concerns.
	I live on Occupation Lane and strongly object to the access road being at the gates to the fields. This is a narrow road, with no through road at the bottom and would cause traffic, safety issues, and lack of parking facilities. Please put the access road at the roundabout only.
	I object to the access road being placed on a narrow road which is also a dead end. It would be wiser to make the access road starting at the roundabout at the bottom of Occupation Lane.
	I am opposed to the development having an access road along Occupation Lane. I am concerned about the rise in traffic, noise and pollution. The lane needs to remain a dead end for the residents who already live there. I am also concerned about how close go the existing properties the new ones will be built as they could have an impact on the amount of light my property receives. There needs to be a proper boundary between our houses and the new ones for instance hedges and trees so that our view is not spoilt. The lane is very peaceful and I am concerned about how much chaos, noise, disruption this will create to our lives. I have lived in this area all my life and do not want to see the area spoilt.
	I live on Occupation Lane and opposite the proposed development. I have the following two issues: - Access to the proposed development on Occupation Lane will cause increased traffic along Occupation Lane. This will have the effect of reducing the ability to park outside the current dwellings as well as increasing the noise pollution. Occupation Lane used to access Moira Road and the blocking of this access made a huge difference to the residents of Occupation Lane. It is requested that an access on Occupation Lane in front of the current dwellings is not constructed and that the proposed houses are set back from Occupation Road. - The current outlook is fields and greenery. It would be appreciated

Table 2: Planning and Urban Design

Type of Response	Summary of Issues Raised
	if trees and foliage could be provided to run parallel with Occupation Lane and in front of any new dwellings. I am a resident of Occupation Lane and although I am not against development of the site I am strongly opposed to there being an access route directly opposite the existing properties. Given the size of the development I am sure an access road could be placed somewhere else. The lane is a small narrow country lane with a dead end and many residents park on the lane so it would lead to grid lock and potential accidents. Also as the road is so quiet at the moment with lots of wildlife including badgers and foxes it would be a shame to lose this. Having an access road to the new development on Occupation Lane would bring severe disruption to the existing residents with more traffic, pollution, noise etc. The access road should be built away from the lane.
Summary	The majority of concerns in relation to planning and urban design are actually in relation to the proposed secondary access from Occupation Lane. Occupation Lane is currently a dead end and therefore there are concerns about parking issues and safety concerns. There are also concerns about noise levels, light pollution from vehicle headlights and strong opposition to opening up the dead end again (although this was not proposed). Other comments request buffer planting along the boundary of the site opposite Occupation Lane to provide some screening.

Table 3: Environment

Type of Response	Summary of Issues Raised
	Please consider wildlife corridors re. hedgehog holes in fences, also swift bricks on housing as we have a small colony in Woodville. I gather the government has new legislation "Net Gain". Has this been considered in your plan? Thank you for the opportunity to put forward my comments etc Your faithfully XXXXXXXX Hedging and a tree line should be put in place on Occupation Lane to separate the existing housing from the proposed development. A park should be put in place for the new housing development. Wildlife and trees should be taken into account. We live on the edge of a national forest, the developers should not miss an opportunity to plant trees. Concerned about the increased noise and traffic pollution along Occupation Lane. Keep nature and wildlife paramount into any proposed development. When the housing is built I suggest a bank of trees shielding us from them to maintain privacy and lower the impact on nature.
Comment	

Table 3: Environment

Type of Response	Summary of Issues Raised
	My personal wish is to have a greater impact on the environment and the National Forest especially.
	A boundary of Hedgerow lies by the lane separating the road from wasteland, this I feel should remain.
	High Street has a huge problem with pollution. This should be checked. No more housing should be built until High Street's pollution problem has been checked at peak periods.
	I would like to see a lot more hedges and trees planted opposite to shield us from the view of houses as at the moment we look out onto open fields and I am concerned about the noise levels, pollution and how much natural daylight we will lose.
	I live in Albert Village, therefore visually this will have impact on my home.
	I appreciate there is a need for houses and I am accepting of the fact they will be built opposite. However, if we could have trees planted to shield the view of the houses like other areas in the estate, that would be brilliant. It would keep our privacy on the street and again, was one of the reasons we purchased the house. When purchasing the property, we believed we were paying for the views and the privacy when compared to other areas and it would be a shame to lose value on our property when houses built opposite cause lack of privacy.
	I am a Woodville resident and live off the Hepworth Road, fairly close to the proposed development. Unfortunately I was unable to attend the public consultation event yesterday but would like to put forward my views on the development and ask for some clarification on some points. Although the site is termed a brownfield site it has been derelict for so long that it has become a haven for wildlife. My concerns are for:- 1) The skylark population. These are declining and in this area, due to forestation, have already lost habitat. a) Will the timing of the development be before or after their breeding season? b) What efforts will be made to compensate for the loss of field area for breeding c) Has the provision of green roofing been considered? They would breed on larger green roof areas. 2) The loss of pond habitat and migration route of the toad. a) What strategies are in place to encourage toads to continue to use the pond area and allow them to migrate back and forth to their breeding area 3) Has an ecological survey been carried out and if so what were the results? Sympathetic timing of the commencement of work on the clearance of the site would be of great benefit to the wildlife. Well before or after breeding season.
	I think the land looks perfect just as it is. The buttercup meadow in evidence at this time of year is in stark contrast to the modern urban landscape which surrounds it. My view, therefore, is to either leave it just the way it is; or possibly introduce new species of plants to further enhance this increasingly rare open space which offers excellent views,

Table 3: Environment	
Type of Response	Summary of Issues Raised
	reminding us of a once open and rolling landscape. Of course, this approach doesn't make money and is therefore not an option. The real 'choice' is where to put the 12 square feet of 'natural meadow' needed to justify the industrial complex, social housing & token play area within this 'prime development brownfield site'. Thank you for asking my opinion...now go ahead and build what you intended all along & I'll enjoy the 12 square feet of meadow mentioned earlier.
Summary	As with planning/urban design comments above – many of the comments raised were in relation to retaining the existing hedgerow to the north of Occupation Lane, and the potential for some additional tree planting to reinforce this boundary. There are also comments raised in relation to the presence of ecological interest on site. Also concerns about noise, pollution, loss of light and landscape impacts.

Table 4: Housing	
Type of Response	Summary of Issues Raised
	When looking around Swadlincote and Woodville, there are a lot of houses that require repair.
	I totally oppose the 300 houses being suggested. This regeneration route was intended to create what is basically a Woodville bypass to relieve traffic at tollgate island. That was with plans for 150 houses. Now you plan to double the number of houses and reduce the industrial units. Of which I don't think you will get much interest as there are units available locally already that stand empty.
	Any housing should be affordable or social (below £200,000) as there is a glut of £200,000 plus properties. Woodville should retain the size it has and not become more of a feeder town for Birmingham. As you will be aware there is already plans for 400 properties on land off Burton Road/Hartshorne Road to add to congestion.
Question	I would also like go know the type of properties being built. Are they for social housing?
Summary	There are concerns that there are existing housing in the area in need of repair. Some support for affordable housing and some comments about the proposed increase from 150 dwellings to 300 dwellings.

Table 5: Facilities and Services

Type of Response	Summary of Issues Raised
Comments	The infrastructure of the area needs to be vastly improved before any new houses are built. Primary schools are already at capacity and oversubscribed. This included primary schools in North West Leicestershire (Albert Village) where a number of pupils already attend from the Hepworth Estate. Driving to and from schools causes chaos at pick up and drop off times. Consider building a new primary school instead of a local centre.
	Potentially maybe 1000+ new residents = GP surgeries already very pushed. Schools already full. Portacabins are not acceptable. Should extensions reduce play/ sport facilities?
	We need a new doctors, school and trees
	The expectation on schools and doctors is getting harder and increased numbers must be taken into account.
	School places are already a concern for many families, primary and secondary. I know, I work at a school and we are at capacity. Doctors, GP, Practices are already at full capacity. These things need addressing on the council plans before even more families come to live here.
	The school and doctors would not be able to cope. I think these houses are being built to bring people from Birmingham to the area. The scrap yard needs moving and a medical centre or something put in place. You cant get into the doctors and the hospital won't be able to cope.
	What is the "Centre". We need more schooling in the are.
	Main concern is making sure infrastructure is in place prior to the building of the houses.
	I think the area needs better public facilities and schools, doctors, dentists, car parks are already full to capacity and the local area cannot support the huge amount of extra people moving into it. I am extremely against this proposal.
	This scheme has no consideration for the local infrastructure especially schools. There is no capacity for local schools to extend so there will be unprecedented pressure put on schools and parents.
	I currently have a two year old and another on the way, and am worried by the lack of schooling, extra facilities and Doctors surgery with proposal of 300 new houses. The estate we currently live on also has none of these facilities and so with another 300 houses along with the estate could cause potential for Surgeries and schools to become to full and therefore not able to accommodate the already residents that live within this large estate. Currently near Hepworth Road, there is another Taylor Wimpey estate in process of being built which again adds to the lack of facilities once finished. We could be looking in total at an extra 500 houses to accommodate with no extra facilities which would cause issues.
	Unless provision is made to build a primary school on the site as the current school is at capacity, a weight restriction put on the High

Table 5: Facilities and Services

Type of Response	Summary of Issues Raised
	Street (the same street that cannot be widened and is fundamentally the same as 100 years ago), and the Tollgate island significantly improved I can see no benefit in clogging up our infrastructure any further.
	There needs to be a primary school to cope with so many houses and a bus route.
Question	I am concerned that your plans do not mention schools for the 300 houses. Woodville Federation is at capacity and the school has been extended several times. Were will the children go to school?
	4) School provision. I am not aware of the capacity of Woodville school but with 300 new houses is it able to cope? a) Is there provision in the plan for a new school for the area?
	How will the doctors and the schools cope with 300 hundred more homes !!!
Summary	The main issue raised in relation to services and facilities is the view that schools are operating at capacity and increased housing development will exacerbate this. There are some suggestions that the masterplan should accommodate a new primary school site. There are also concerns raised in relation to the capacity of the local doctors surgeries. Comments that infrastructure should be delivered in advance of the proposed development.

Table 6: Additional Comments/Principle of Development

Type of Response	Summary of Issues Raised
Comments	Hard to find - Poorly advertised
	Interested in creating access on land belonging to I, XXXXXXXX Woodville. Could someone come to see me about this. I spoke to Stuart Ashton at the consultation event. To arrange a site visit: Email - XXXXXXXX, Mobile - XXXXXXXX.
	Having visited, I think the proposals looks exactly like what this town needs to move forward. I hope that these ideas do gain approval.
	We don't need more houses, we need bigger schools. What about the newts and bird life in the area?
	This is nothing but a money making scheme by the county council and yourselves. The local people do not want this and have told you the issues but I guarantee you will plough on regardless and just carry on.

4. How Comments Have Been Taken Into Account?

- 4.1 The process of consultation is considered to have been a positive and constructive one. A range of methods were used to engage with local stakeholders to let them voice their opinions. The response rates to the various methods demonstrate that we have succeeded in this, with a wide range of views received.
- 4.2 General trends have emerged from the responses in terms of what people would like to see as part of the development proposals. The largest number of comments received when broken down by topic were in relation to transport, followed by facilities and services, and planning and urban design.
- 4.3 The responses to the public consultation exercise have been carefully considered and the masterplan proposals have evolved in light of comments received. Commentary on the comments received by topic is set out below.

Transport

- 4.4 The impact of the development on the road network has been assessed and highlights where any mitigation measures need to be implemented.
- 4.5 The Transport Assessment (TA) identified that the proposals would not result in any significant adverse impacts on the local highways network, subject to proposed mitigation measures. Details are set out in the Transport Assessment, which is included as part of this application submission.
- 4.6 The proposed development will be accessed via the provision of new accesses off Occupation Lane/Hepwroth Road roundabout and Moira Road, providing safe and suitable vehicular accesses into the proposed development. Following the public consultation process, and the number of comments received in relation to this particular issue, a further access that was initially proposed from Occupation Lane has now been omitted from the development proposals.

Planning and Urban Design

- 4.7 The planning application will provide housing to need local needs and responds to the application sites allocation for housing and employment uses within the adopted South Derbyshire Local Plan Part 1.

Environment

- 4.8 The planning application is accompanied by ecological surveys which assess the ecological value of the site, and the proposals provide opportunities for landscape and biodiversity enhancements. High quality trees located within the small area of woodland to the north east of the application site will be retained. Development is set back from this area to form a visual landscape screen from existing industrial buildings.
- 4.9 The application is supported by a Flood Risk Assessment, which demonstrates how the development can take place without increasing flood risk for existing and future residents. Surface water attenuation ponds are shown on the illustrative masterplan, located to the north west and centrally within the application site.

Housing

- 4.10 The proposed development will deliver housing of a high-quality design, and with a mix to meet different housing needs including families and first time buyers. The mix will include up to 30% of the housing as affordable, subject to the viability of the site, in line with South Derbyshire District Council's affordable housing policy.

Facilities and Services

- 4.11 Discussions are on-going with relevant bodies such as the Local Education Authority and local health provider in order to assess the most appropriate way to ensure that adequate provision is made to accommodate new residents, where deemed appropriate. It is accepted that financial contributions may be necessary to increase the capacity of local schools and GP services, and clarity will be sought on where and how any requested contributions will be spent.

APPENDIX 1

Consultation Leaflet

APPENDIX 2

Poster

APPENDIX 3

Poster Locations

APPENDIX 4

Exhibition Boards