



Submission Consultation Report

for the

Shobnall Neighbourhood Development Plan

on behalf of

Shobnall Parish Council

September 2016



Contents

1. Introduction	3
2. Timetable of sessions	4
3. Community Meeting, March 2015	6
4. Community Walkover, March 2015	10
5. Community Survey, March & April 2015	13
6. Meetings with key groups, June 2015	16
7. Business Breakfast and Business Survey, June 2015	20
8. Ideas Exhibition Event, August 2015	22
9. Developer Discussions	25
10. Schools Workshops, January 2016	26
11. Regulation 14 Consultation on the Draft Plan	30
12. Appendix A: Review of Responses to Regulation 14 Consultation	32
13. Appendix B: Regulation 14 Consultation Materials	33
14. Appendix C: Regulation 14 Statutory Consultees Record	34

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1. Introduction

- 1.1. The East Staffordshire parish of Shobnall is currently in the process of writing a Neighbourhood Plan in response to the UK Government's localism agenda and empowerment of communities to have more influence in planning decisions in their local area.
- 1.2. This Consultation Report summarises the consultation activities undertaken to date. As consultation will be undertaken throughout the preparation of the plan, this report will remain a 'work in progress' until a final submission version of the plan has been completed. As such, this draft version of the report is a snapshot of the consultation work and findings as of early February 2016. The final consultation report will also include details of the consultation work and responses to be undertaken on the draft and final versions of the completed plan, and may include overall assessment of the consultation process.
- 1.3. The project began in January 2015 and since then a team of consultants have been working closely with local residents, business, community groups, the Neighbourhood Plan Steering Group and the Parish Council to formulate the Neighbourhood Plan in order for it to be adopted as an additional tier to local planning policy in the determination of planning applications. The first stage of the consultation strategy has been to engage local residents, businesses and groups in the process by collecting their thoughts, feelings, ideas and suggestions on what is good about the Parish and aspects that could be improved. Consultation of local residents and businesses has taken a number of forms to engage as representative a sample as possible. A series of targeted meetings, surveys and community events have been held. Each of these events has been carefully designed for a different purpose with certain deliverables to contribute to different stages of the plan.

2. Timetable of sessions

- 2.1. The approach to the consultation combined traditional methods of inviting local residents to meet for an open discussion, as well as other means such as surveys and face-to-face meetings with key groups and local business. The table below provides the schedule of these meetings and sessions.

Time	Details	Contact
Thursday 26th March 2015		
6pm	Community Meeting, Burton Town Hall. Open event for all Shobnall residents.	N/A
Saturday 28th March 2015		
10am	Community Walkover. Open event for all Shobnall residents.	N/A
Tuesday 23rd June 2015		
10am	Shobnall Primary School	Mrs Roobottom
11am	Shobnall Community Centre	Margaret Walster
12pm	Little Strawberries Nursery	Paula Foster
3pm	Burton Albion Community Trust	Matt Hancock
4pm	Butler Court	Lesley Bailey
Wednesday 24th June 2015		
8am	Business Breakfast, Albion Hotel. Event for all staff or owners of all businesses in Shobnall. Attended by Shobnall Marina and Oak and Ivy pub.	N/A
10am	Charlotte James Care Home	Mr Sadiq
11am	Burton Conservation Volunteers	Lawrence Oates
12pm	Grange Community School Governors	Dave Shilton
2pm	Parish of St Paul	Mike Mear
3pm	Shobnall Sports and Social Club	Jeremy Cross
4pm	Princess Resource and Community Centre	Khadija Bi
Saturday 1st August 2015		
12-4pm	Community Exhibition. Open event for all Shobnall residents.	N/A

Tuesday 5th January 2016		
9.30-11am	Schools Workshop with Grange Community Schools (primary)	Cheryl Weldon, Deputy Head
1-4pm	Schools Workshop with Kingfisher Academy (primary)	Madelaine Burkett, Principal

3. Community Meeting, March 2015

- 3.1. In March 2015, a leaflet was distributed to all houses in the Parish, introducing the neighbourhood plan, providing a key issues survey, and publicising two consultation events. The first of these was held in the evening of 26th March 2015 at Burton Town Hall. Around fifteen local residents attended, of which six signed up to join the neighbourhood plan steering group.
- 3.2. The community meeting began with an introduction to neighbourhood planning in general by BPUD. The main part of the event was a ‘thinking hats’ workshop, in which groups of attendees discussed Shobnall from different perspectives, in order to consider the issues and opportunities facing the neighbourhood as thoroughly as possible. Each group were asked to think about their local area from angles including factual aspects, their emotional reaction to the neighbourhood and their hopes for the area, and barriers and resources to achieving their hopes. They discussed their responses in groups and recorded these as noted on the following pages.



	White Hat “What do we know about the Parish” Facts and figures	Red Hat “What should the NP do?” Your emotional gut reaction	Black Hat – “Barriers to achieving the vision” Risks, Drawbacks and Constraints	Yellow Hat - “What assets can help achieve the Vision?” - Opportunities, Benefits, Rewards	Green Hat “What policies and strategies can we put in place?” Ideas, Solutions, Policies	Blue Hat “What can we do to make this happen?” Summary and Next Steps
Group 1	<p>Don’t know the numbers in Parish – guess 2000 to 6000?</p> <p>Parish is growing – younger age range. Not certain if birth rate or into the area.</p> <p>4 primary schools, no secondary.</p> <p>Business: warehouse and retail growing. Do not know if employ per square foot.</p> <p>Shobnall Fields belong to the borough</p> <p>Open space not growing as population is</p> <p>Bus services not regular or affordable</p>	<p>Roads: traffic and size</p> <p>Off-roading parking</p> <p>Deterioration of houses and roads. Deterioration of canal towpath.</p> <p>Open areas not to develop. Not growing.</p> <p>Low pay. No permanent (jobs?).</p> <p>Jobs</p> <p>Canal</p> <p>Rec Park</p>	<p>Other development access</p> <p>Business and community access</p> <p>County and Local Plans</p>	<p>Diversity</p> <p>Festivals – beer and canal</p> <p>Shobnall Park</p> <p>Sinai</p> <p>Work</p> <p>Marston’s Club</p> <p>Robirch Club</p>	<p>1) Preserve open spaces</p> <p>2) Reduce through traffic via: restrictions/ alternative routes, night-time limits, pedestrianisation, subsidised buses</p> <p>3) No more housing development. Preserve parish boundaries.</p>	<p>Community and business (communications)</p> <p>Transport</p> <p>Share of development funds</p> <p>To reduce through traffic</p>
Group 2	<p>People in the household – 6000. Houses – 3000.</p> <p>Schools – Primary – 4</p> <p>Secondary – 0</p> <p>Facilities – Shobnall Playing Fields, Unity Park, The Link, Canal and Marina, Community Centre, Burton Albion Community Centre, Tip.</p>	<p>Fears:</p> <p>Increase in traffic congestion</p> <p>Pressure on parking and stress this creates</p> <p>Road safety</p> <p>Traffic pollution</p> <p>Heavy goods vehicles</p> <p>Hopes:</p>	<p>High amount of housing plans that have been approved</p> <p>Lack of a local approve(d?) plan</p> <p>Lack of interest in NP from community and business</p> <p>Lack of funds to complete NP – funds</p>	<p>Proud of:</p> <p>Top rated schools & transport to schools</p> <p>High degrees of affordable housing</p> <p>Sports facilities and other playgrounds</p> <p>Marina and canal (Kingfisher Trail)</p> <p>Close to major road</p>	<p>Community cohesion – a focus on activities in the community</p> <p>Parking – parking restrictions for non-residents, effective alternatives, e.g. train station, college</p> <p>Traffic – impact on congestion and safety of</p>	<p>Funds for NP readily available from Local Planning and Locality Involved – schools, business, Parish Council, Borough Councillors, churches/religions, Burton Albion, community centre, more retired people.</p>

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	<p>Bus Service – every 15 mins from Grange Street. Less so on Shobnall Road/Forest Road.</p> <p>Churches – St Aiden’s, St Paul’s, St Thomas.</p> <p>Mosque – Princess Street.</p> <p>Main shops – Lidl, B&Q, Range, Wickes.</p> <p>Post Office – Wellington Street.</p> <p>Town Hall</p>	<p>Control volume and speed of traffic</p> <p>Provide safe crossing for school children</p> <p>Increase available parking</p> <p>Activities in evening for all ages – Burton Albion Club</p> <p>Protect green spaces</p> <p>Improve use of green spaces – flowers, nice places to walk. More than just sports. A</p> <p>Allotments for the parish.</p> <p>Quiet environment during the night.</p> <p>NP gives us our fair share of funds to achieve our hopes.</p> <p>Having a say in planning and ensuring planners have to listen.</p>	<p>seem to be available, though removal of NP policy by government</p> <p>Incorrect traffic stats in Highways!</p> <p>Failure at referendum of NP</p> <p>100% developed areas with large parking issues</p> <p>Lack of support for STAG to remove HGV traffic</p>	<p>networks</p> <p>Close to a lot of business for work</p> <p>Bus routes in some parts of parish</p> <p>Future:</p> <p>Further community centres to increase activities</p> <p>Further improve cycle paths/ways</p> <p>Bringing the community together with community buildings.</p> <p>Café areas/shops to meet.</p>	<p>extensive new development, especially through road on Lawns Farm</p>	<p>Highways Consultants – to get accuracy re status quo and impact of developments.</p> <p>Parking – owners of private parking companies?</p> <p>Involvement in all ongoing developments in public consultations for detailed planning.</p> <p>STAG Group – HGVs on Shobnall Road.</p>
Group 3	<p>Multinational</p> <p>Large industry/small businesses</p> <p>Four schools</p> <p>Canal in middle – potential tourism</p> <p>Leisure centre</p> <p>Town Hall</p>	<p>Tip – council?! Noise, operating hours</p> <p>Busy road / Shobnall Road / Shobnall Street junction</p> <p>Parking on Shobnall Road</p> <p>Lorries</p>	<p>Lack of finance</p> <p>Failure to work with other authorities</p> <p>How to get big business to work with us</p> <p>County Council v Borough</p> <p>Elections – local and</p>	<p>Marina</p> <p>Canal</p> <p>Shobnall Fields / Sports and Social Club</p> <p>Towpath</p> <p>Town Hall</p> <p>Tourist Information</p> <p>Main Road to St</p>	<p>1. Promotion of canal/marina. Council never acknowledge it.</p> <p>Other tourism/develop Shobnall Fields</p> <p>2. When plans approved, builders to be held to account to follow plans</p>	<p>Involve:</p> <p>Canal and River Trust</p> <p>Sustrans</p> <p>Council</p> <p>Local businesses</p> <p>Local residents</p> <p>Students</p> <p>Ethnic groups</p>

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	Sheltered housing, nurseries – wide age range One doctors Marina / boaters Three churches Marston’s Brewery	State of towpath Cyclists commuting on towpath to work Impact on Shobnall of neighbouring developments Lack of decent bus service Chance to influence what outcomes Town don’t promote canal/marina Maintenance of trees in National Forest	national Inadequate road system	George’s Park The Woods Dallow Lock Build on promoting marina and canal Improve facilities on Shobnall Field i.e. BMX track The Kingfisher Trail Almshouses	through. 3. Look at independent highways report that is in process to see if it can be adopted.	Schools Funding – CRT, Marston’s, businesses, National Forest

4. Community Walkover, March 2015

4.1. On the morning of Saturday 28th March 2015, a community walkover was held, where local residents were invited to walk around the neighbourhood together while considering key local planning issues on the ground. A group of residents took a walking route from Burton Town Hall in the centre of Shobnall, around different parts of the neighbourhood, ending at the community centre on Shobnall Road for a discussion workshop. Two staff from BPUD accompanied the group.



4.2. Residents were asked to record their thoughts on a form and on a map of the parish as they walked. The notes recorded are summarised below.

	Positive – what can we protect / enhance?	Negative – What is in need of attention?
Greenspace and Leisure	<p>Street greenery to be encouraged</p> <p>Shobnall Fields – large green space. Too much football, no cricket in high Asian population area.</p> <p>Oaks Wood and Shobnall Brickyards need protection</p> <p>Canal / marina</p> <p>Shobnall Leisure Complex</p> <p>Canal could be focus for events –stalls, food</p> <p>Unity Park in centre of terraced area</p> <p>Marina bigger than I thought - lots of scope for development. Fishpond / brick tunnel – develop for children – tea garden</p> <p>Ancient woodland</p> <p>Oaks Wood, space along Centrum,</p> <p>Kingfisher Trail</p> <p>Brickyard site</p> <p>Shobnall fields</p>	<p>No allotments (3 people)</p> <p>Very little, if any, green space in town</p> <p>Lots of front gardens are slabbed over – flood risk?</p> <p>Landscaped area between Shobnall Marina and Centrum 100 isn't maintained</p> <p>Retain and enhance greenspace adjacent to canal</p> <p>Make more of the brook along canal – tidy up and manage</p> <p>Spread positives from Shobnall Park and Marina area</p> <p>No parks for kids in 'royal' streets area</p> <p>V few terraced houses with gardens in Wellington Road area</p> <p>Scope to develop canal and cycleways</p> <p>Kingfisher Trail and canal towpath require work</p>
Homes and Streets	<p>Revamp of Richmond Street needed</p> <p>Buildings round Town Hall and St Pauls – look at enhancing</p>	<p>Foul smelling drains</p> <p>No gardens left in some areas</p> <p>Consider pots on front gardens, street trees.</p>

	<p>Almshouses, Town Hall and other historic buildings Has IBHI had lasting effect? Some estates are green and spacious Shopping streets are tired Lots of attractive buildings in centre Trent and Dove insulated houses are attractive Single way traffic would improve parking situation Around Gordon street – uniformity of housing New houses end of Shobnall Street are smart Several heritage areas – Town Hall, Church, Almshouses Divide between area along Shobnall Road and crowded streets in inner Burton around Wellington Road Houses regenerated in Richmond Street – other areas require work</p>	<p>Enhance street planting. Near Town Hall, many are currently for let, lots of landlords, very few social tenant / owner occupiers. Reduces sense of attachment felt by those in the area. No village ‘centre’ of green – scope to create one Parish doesn’t seem to own much land Scope to purchase land to develop ‘community spirit’ Lots of housing development encroaching on Shobnall</p>
<p>Shops and Services</p>	<p>Concentrated round Waterloo/Wellington Road Potential for “village” centre Still have Post Office. Some pubs still thriving. Youth Centre taken over by Burton Albion Community Trust New college might encourage new businesses Cottage / backland industry Station College in development 2 schools – one expanding into Horninglow. One at danger of overcrowding Wide diversity of shops – but mostly takeaways</p>	<p>Pubs shutting. Disused pubs. Older people’s day centre – due to close? Lots of empty shops Mainly food takeaways Lidl dominated A lot of apparently vacant shops No pharmacy in parish Lack of doctors No village centre – High street feels like a through road Poor quality of Waterloo Street Further communal cafes / areas would be nice Very few Post Offices No restaurants as such Lots of fastfood outlets Only one doctors surgery Large business area Lots of pockets of business amongst houses – what are their intentions in future? Scope to develop and microbrewery centre – heritage Another pharmacy and doctors would be useful as the one we have is oversubscribed</p>
<p>Traffic and Transportation</p>	<p>Tow path as potential cycle track / green route to Centrum 100. Canalside towpath is messed up by cycles. Needs to be improved. The space is wide enough for a good cycle path. Station = green transport and wider work possibilities. National Forest Walking Festival. Densely populated – people walk</p>	<p>One way system needed either side of Waterloo Street Cycle track is hard to follow College parking! Very little parking for homes and businesses Roads in poor repair Heavy use of Shobnall Road – and getting worse Large number of HGVs in night time</p>

	<p>Scope to pedestrianise Wellington Street and develop Asian foods/culture day and night time</p>	<p>Heavy traffic through some roads. New developments will not help situation. On-pavement parking is dense. HGVs – people don't mind trucks going to Marston's – the problem is those going to Centrum 100 Potholes on Shobnall Road outside Marston's entrance HGVs a big problem Parking a huge problem Scope to redesignate street flow of traffic to reduce parking on street</p>
<p>Other issues raised</p>		<p>Noise from recycling / waste centre not keeping to time restrictions? Bus services in area are not coordinated Shobnall Road to Acorn Inn has no service after 6.00pm up hill and 6.30 towards town HGVs also a problem in area Derby Road, Wellington Street, Centrum, Shobnall Road</p>

5. Community Survey, March & April 2015

- 5.1. The leaflet distributed to households included a survey which residents were invited to complete and return to the Parish Council or BPUD. Respondents were also able to complete the questionnaire online.
- 5.2. The questionnaire comprised a matrix which asked residents to rank key planning issues in the local area from most important to least important. These were housing, transport and highways, local shops and services, community facilities, economy and jobs, green spaces, urban spaces, and heritage and important buildings.
- 5.3. Respondents were also able to note and rank additional issues which they felt didn't fit in the predefined categories. Four additional issues were noted by respondents: sewerage/drains, facilities for children and teenagers, anti-social behaviour and litter.
- 5.4. A rating scale system was used to calculate a weighted average for each of the planning issues, to ascertain which of the issues were most important to the community as a whole. This gave each issue a score from 0.9 to 12.1, from least to most important.
- 5.5. Respondents were asked to add comments to explain their views on the three planning issues they felt were most important.
- 5.6. Ten responses were received, including returned forms and online. The responses to the survey rated the most important planning issues to be as follows:
 - Transport and Highways was the most important issue, with a score of 12.1.
 - Community Facilities was the second most important issue, with a score of 9.4
 - Housing and Green Spaces both scored 9
 - Economy and Jobs and Heritage and Important Buildings both scored 8.8

5.7. The graph below shows the overall importance of each planning issue to the community as a whole.



5.8. The survey comments received are summarised below:

<p>Transport and Highways</p>	<ul style="list-style-type: none"> • The roads are in a terrible state and patch repairs are inadequate. • Traffic is heavy in Shobnall Road and is going to get worse when the new housing is built. Parking in Reservoir road and Highcroft Drive creates lots of access and road safety problems and is normally not the residents of these roads who are parking there. If double yellow lines are put at the bottom of Reservoir Road this will only move the problem to the smaller roads which have problems already. The council own a large flat piece of land on the entrance to the old brickyard site, could this be developed as a car park with preference given to local residents? • Too many heavy goods vehicles on a B road, houses are shaking, walls are falling down, drains collapsing! Should be a 7.5 ton weight limit. • Bus shelters – other places have got new shelters, Burton has took all theirs down. • The new Academy at the Town Hall is concerning because of the lack of parking there. How did this get passed? Extra parking and congestion in side streets. • Too much traffic everywhere in Shobnall. Nowhere to park even when your family come to visit. • Parking outside 64 & 69 Shobnall Road is non-existent and causes traffic congestion. Residents forced to park on Jennings Way and the Bellway estate, causing friction with neighbours. • The cars race down the street. Damage to property. Parking on the pavement. • Lack of public transport – should be served and night and Sundays with No 10 bus • The junction of St Paul’s Street and Shobnall Street is a constant problem. Parked cars on double lines mean the buses cannot negotiate the corner - where are the traffic wardens????
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Community Facilities	<ul style="list-style-type: none"> • We don't think there are activities going on in the area, especially for young people • Losing all the social meeting places for old people like all the clubs that been made into houses • There is nothing for people in Shobnall only the rec sports
Housing	<ul style="list-style-type: none"> • Permission has been given for hundreds of houses with no thought as to how this will impact upon local residents. Residents did not object to the houses but to the problems that the plans will cause. Please refer to objections to the original plans when considering the detailed permissions, major problems will occur in Reservoir Road, Highcroft Drive and Shobnall Road, including road safety implications for the school and the nursery which have not been addressed. • New houses need to be affordable and existing house need to be maintained to avoid the area becoming run down. • More houses being built means more congestions on a B-road – drains already backing up / blocking – how can it take any more? • There is not enough affordable housing. • Too many houses in the area. • Affordable housing
Green Spaces	<ul style="list-style-type: none"> • Shobnall Leisure Complex needs continued investment, especially looking into improving access paths and public facilities. • Green spaces are disappearing fast due to building works. • The green spaces in the area are not maintained properly
Economy and Jobs	<ul style="list-style-type: none"> • Jobs need to be local. • All the big work places have been shut down to build houses
Heritage and Important Buildings	<ul style="list-style-type: none"> • 107 Station Street - majestic building looks disgraceful. Such a lovely iconic Burton building too. • We lost our heritage.
Local Shops and Services	A variety of shops is essential to serve the community.
Urban Spaces	<ul style="list-style-type: none"> • There is quite a few empty shops and houses that have become rundown and have an untidy appearance. • The Town Hall area is looking very run down and scruffy – people don't keep properties in good order. Very depressing. • Litter - walking around Shobnall is like walking through a landfill
Other Issues	<ul style="list-style-type: none"> • Anti-social behaviour - Recently in our particular area we have experienced multiple episodes of residents playing loud music, smoking drugs, bad language. Police visits on our have increased noticeably. • “Nothing for the kids to do – needs more facilities – like a snowdome, go kart tracks – more stuff for kids than building houses.” • Drains/Sewers – Drains are collapsing in the road, sewage is backing up into neighbours drains. HGVs a big cause of collapse. • Drains – The drains are blocked in St Paul's Street and Grange Street. I have not seen a drain cleaner for 18 months. • Refuse collection – residents leaving bins out on the pavement days after they've been emptied. • Litter – people throwing rubbish on the ground instead of put it in bins provided • Litter – constant problem in St Paul's Street near the shop. I thought it was an offence to drop litter. Name and shame.

6. Meetings with key groups, June 2015

- 6.1. The consultants met with a range of local groups and community services, including local places of worship, community centres and primary schools.
- 6.2. Here follows a summary of the groups consulted and the key issues they raised:

Shobnall Primary School

- School is very oversubscribed (170%) – local children in catchment area can't get places. School needs to expand to two-form entry
- Preferred option to switch site to be part of new development and sell existing site.
- School unhappy with previous S106 agreements, only offered £30k for improvements to Shobnall Road and nothing for school.
- Whereas £4m provided to refurbish terraced housing in town centre and £780k for park.
- New primary school at Lawns Farm will be 3 miles away
- Poor public transport alternatives – buses down from 3 to 1 per hour, stopping at 5pm and no service on Sundays. Two-hour gap in service in afternoon coinciding with the end of school because vehicle is being used as a school bus.
- Residents are too dependent on cars to get to shops.
- Refuse collection chaotic on Shobnall Road – bin collection coincides with start of school causing chaos on the already busy narrow road with parked cars.
- Use of football facility by clubs causes traffic problem at weekend.
- Poor provision for elderly – no health provision in parish, mobile library stopped, local hairdresser only open sporadically, and community centre fully booked out by private groups, not community.
- There's a lack of green spaces with facilities in this part of Shobnall
- Area doesn't have a library, doctor, dentist, hairdresser

Shobnall Community Centre

- Car park at the centre is misused – used by people not visiting the centre
- Centre is just about at capacity – have to turn down groups wanting to set up new activities.
- Centre doesn't accommodate teenage or adult parties due to noise and not having a licence
- Traffic is a big concern to residents – causes rattling windows and damages walls. Main culprits are Palletforce and Taverners
- New retail park on Shobnall Road was permitted as lorries they were expected to use A38 north and south, but they also come through Shobnall.
- Problems with sewers will get worse with further development
- Hedges along footpaths not cut back often enough. Pavements are in poor condition.
- Road in poor state due to lorries.
- Lack of a post office
- Concern about how roundabout on Shobnall Road will effect church
- Positives: attractive, beautiful appearance. Community spirit.
- Assets: Sinai, Marina, Marston's Beer Festival, Church Fairs

Little Strawberries Nursery

- Happy about new housing development – will increase business
- Concerned about impact of construction – road safety and congestion – there are already lots of accidents on Shobnall Road.

- Not many facilities. Lack of basic amenities – post office, shop, doctors, takeaways. Just a small shop at end of Shobnall Road opp community centre, which is expensive.
- Shops and services are concentrated along Wellington Road, which isn't considered to be part of the neighbourhood.
- Nursery has been burgled four times
- Positives: Shobnall Fields, leisure centre (though availability is patchy, people come from outside Shobnall to use).
- Marston's and B&Q time truck movements to avoid school runs. Other businesses could do this.

Burton Albion Community Trust

- Shobnall is a socially deprived ward
- Grange Street Community Hub a base for BACT's health and inclusion strand of activities
- Concern if development threatened sports facilities.
- Parks and leisure complex are not floodlit, off-putting at night as young people don't feel safe. Shobnall residents can't use at peak times because block booked by clubs from outside area.
- Playing fields should be improved by adding lights and changing rooms. Need to balance improvements while still retaining it as a community facility – lighting and changing facilities could exclude local use.
- Want to ensure that community hub at the Grange remains mostly in use by local people
- Key local issues include language and culture barriers, lack of community understanding
- Some families are very insular and don't get involved in wider community, and are difficult to engage. People lack trust and confidence in outside organisations.
- Asian families need somewhere big to hold parties.
- Some concern about people loitering around the streets.

Burton Conservation Volunteers

- Less active management of edges of green spaces including Shobnall Fields would support wildlife, e.g. not cutting verges and hedges.
- Cricket pitches at Shobnall Fields have been replaced with soccer pitches, this is an oversight given the number of young Asian people in the area, who tend to prefer cricket to football.
- There's a lot of informal green space around the neighbourhood, but these aren't properly used, promoted, accessible and maintained. This includes Oakwood and the Brickyards. These need better investment, management and maintenance. The Kingfisher Trail could be extended and could accommodate events. Green space between the marina and Callister Way is not being managed and has ecological potential. Oakwood in particular could be an incredible local asset, unusual to have high land like this so close to town centre providing incredible views of town. Brickyard apple trees need pruning – local people should be encouraged to harvest, a teaching opportunity for young people.
- The ditch along the Kingfisher Trail provides a good habitat and could be improved by removing culvert.
- Green corridors should be created and improved, including as part of new development, to link up green spaces and support wildlife.
- There are no allotments in Shobnall (residents have to use allotments in Horninglow). Part of the public green space in new developments should be designated for allotments.
- S106 contributions from new development could be used to make green space more accessible.
- Planting in new development should use native species.
- Hedgerows are being illegally removed.

- Nothing is made of significant local heritage and history. The area is a major international brewing centre, which should be taken advantage of to develop leisure and tourism.

Butler Court Retirement Complex

- Traffic noise has made it hard to let some units which back onto Shobnall Road
- Some concern amongst residents about security
- Smell of brewery can be off-putting to people new to the area
- Assets include the sports fields, proximity to the town centre, and transport links
- Need for more youth centres for younger people, that are accessible and affordable
- Residents are concerned about traffic levels and parking, including illegal pavement parking blocking pavements.
- Residents have suggested a small general store near to the complex would be helpful
- Cycling on pavement
- Pollution from traffic and industry
- Some road crossings are not sited logically
- Some bus stops are in the wrong place and should be repositioned. These two issues are related.
- Safety and fear of crime – thefts and prowlers are a problem at the complex

Charlotte James Care Home

- The management team of the care home had only recently taken over and so were not yet familiar with the local area. They felt that medical services in the local area were lacking, with local GPs reluctant to visit the home.

Grange Community School Governors

- The parish is divided residentially between the central urban area and Shobnall Road/Forest Road.
- People tend to leave the area once they achieve a certain level of affluence.
- There is no green space in the central area. Previous small green plots have been built on.
- Traffic density is high, due to local roads being used by cross-town traffic. These have been designated for this use but are unsuitable.
- Car parking at schools is a problem.
- Conversion of houses to HMOs results in more demand for parking. This could be addressed by only allowing conversions where additional parking is created.
- Arrangement for parking in front of town hall works well – increased from 30m to 2 hours – this allows visitors time to use local shops, but not leave cars behind all day.
- Double yellow lines may be inappropriate in some places, these are being reviewed to see whether they could provide parking spaces.
- Parking problems could also be addressed by creating accesses into rear gardens and yards so that residents can park behind houses.
- The roads are unsafe for cyclists, resulting in pavement cycling.
- The old day centre on the corner of Shobnall Road and Shobnall Road, together with the council depot/skip hire centre, are obvious redevelopment sites.
- Unused land at Shobnall Sports and Social Club should be protected from development.

Parish Church of St Paul

- Traffic levels on Shobnall Road and Forest Road are too high
- Green areas including playing fields should be protected and retained
- Cycling paths in the area start and stop, forcing cyclists onto pavements, which are not wide enough to accommodate bikes and pedestrians.

- Provision of services is poor, and this is made worse by poor public transport – buses are infrequent.
- The Tourist Information office in central Burton is very poor.
- Church attendance is falling due to demographic change.
- The plan (and people) should recognise the importance of local asset.
- New residents should be encouraged to use existing local shops and services instead of driving out of the area.

Shobnall Sports and Social Club

- Shobnall Leisure Complex and the rec are lacking – the golf course is totally underused, there is limited parking, and there are no 5-a-side pitches.

Princess Resource and Community Centre

- Visible deprivation in the Princess Street area of town.
- The new college facility will improve area.
- Would like to see increased support for community infrastructure
- Local newcomers with other first languages need to be inspired and be provided with a platform to help them gain their independence.
- Litter is a big problem, cultural issue of people putting out unwanted furniture and mattresses
- Availability of parking should be a determining factor in whether a HMO should be granted
- Adoption of standards for commercial premises and street furniture to improve perception of area.
- Lack of local training facilities – new arrivals cannot afford to travel far.
- Sport facilities distant from Princess Street area of parish.
- Local school should receive extra support because of number of BME students
- Difficult journey to nearest secondary schools
- Children need protecting from drug and alcohol issues on Waterloo Street.

7. Business Breakfast and Business Survey, June 2015

- 7.1. A large part of Shobnall's built-up area is commercial property, occupied by a large number of businesses ranging from neighbourhood shops to British brands and major international companies. It has therefore been considered particularly important to engage this sector of the community to ensure the local economic activity is maintained and encouraged.
- 7.2. A business breakfast was held on Wednesday 24th June 2015 at the Albion Hotel. Invitations were posted to all businesses in Shobnall Parish (as found through a walking survey of all streets and roads), together with a request to complete an online businesses-specific survey.
- 7.3. The business breakfast was not very well attended, with only three businesses represented out of nearly two hundred who were directly contacted. Only three responses were received to the online business survey.
- 7.4. The findings of the business survey are summarised below.
 - One of the respondents indicated they will be looking for new premises outside Shobnall (in Burton) in the next few years. One business responded that they were not likely to seek new premises.
 - One business respondent indicated that their current premises supported their business growth ambition.
 - One respondent indicated that, for their business, transport was the most important planning issue in Shobnall.
 - Given the choice between 'supports' and 'limits', one business responded that they thought the planning system supports the growth of their business.
- 7.5. Respondents were invited to provide further details to their survey responses. No additional comments were given by the respondents.
- 7.6. At the Business Breakfast a loosely-structured conversation took place around issues of business and the local economy. The discussion focussed on how the visitor/tourist and leisure economy can be developed in the local area. The key planning issues around this were as follows.

Assets

- 7.7. The canal and the marina bring tourist in to local pubs and to Marston's. However this is underutilised – there is no signage from the canal into Shobnall. There is also an issue of

cyclists and pedestrians clashing on tow-path, which better designated cycling routes in the area would avoid. Same problem on streets, causing by unsafe traffic conditions.

- 7.8. Other places make great use of their canalside assets (e.g. Shardlow, Swadlincote, Birmingham Brindleyplace), from which inspiration should be taken. There used to be more events on the water side but these have ceased.
- 7.9. Heritage assets are underexploited.
- 7.10. Passing trade is important to pubs (particularly as lots of local residents don't drink due to demographic change). Lack of parking is a problem for this, partly this is caused by on-street parking by commuters catching trains and leaving their cars parked outside houses and businesses. Undeveloped railway land next to the Travelodge could potentially be used for parking. Lack of signposting to parking and the cost of parking is also a problem.

Public realm

- 7.11. Signposting is poor, particularly from the canal to destinations. The appearance of some shops is poor, their design and upkeep needs to be improved. Shops are not owned by their occupants, who are not investing into the properties.

Other issues

- 7.12. Tourist information is poor in the area. Better promotion of the areas attractions and assets to tourists is needed.
- 7.13. Potential development site – council tip and skip hire centre.
- 7.14. The event was closed by asking the discussion group to give their single most important local points on how the plan could support local business development. These were:
 - Provision of parking
 - The importance of 'selling' the plan to local power holders – developers, the Council, etc.
 - Promote and develop the canal
 - Avoid the loss of canalside space to development, to retain and create links along it, including for people walking and cycling to work at Centrum 100.
 - The protection of key areas of open space
 - Improving/creating a sense of place and community

8. Ideas Exhibition Event, August 2015

- 8.1. Following the consultation activities outlined above, all of the responses received were compiled and analysed to identify the key themes and issues of concern to local residents. This analysis included identifying those issues which could be identified in the plan (by nature of the planning system) and those which could not.
- 8.2. To gauge whether this analysis had resulted in an accurate estimation of the overall view of the community, a further consultation event was held in the afternoon of Saturday 1st August 2015 at the Princess Street Training Education and Enterprise Centre in Shobnall.
- 8.3. The event comprised display boards exhibiting the summarised consultation responses, under six headings of:
 - Built Environment and Heritage
 - Green Spaces and Natural Environment
 - Development and Housing
 - Transport and Highways
 - Community Services
 - Shops and Businesses
- 8.4. Under each theme the displays explored the received responses by directly quoting a number of respondents, and summarising the overall responses into 'Issues and Opportunities' and 'Ideas and Aspirations'.
- 8.5. Visitors were invited to review the displays and were asked "*whether we understand the issues properly, and your views and further details on the issues. We'd also like to know if you think there are other local issues the plan should address.*"
- 8.6. Visitors were able to complete feedback forms giving their responses to each of the themes, which allowed respondents to give comments on other issues which might not have been picked up in earlier consultation. Extensive discussion between visitors, members of the steering group and BPUD also took place. Around 25 people visited through the session. Four people completed comment forms. Notes were also taken of conversations with other visitors.



8.7. The written and verbal responses given are summarised below.

Development and Housing

- All houses should receive external insulation like Trent and Dove houses have
- Unmaintained properties are causing problems

Transport and Highways

- Parking around the new college should limit impact on local businesses
- Difficult to cross the road
- Parking along Waterloo Street
- Street lighting and public realm
- Junction of Waterloo Street / Albert Street – rush hours
- Children’s safety
- Road-crossing safety is an issue. Need for pelican crossings at Waterloo Street / Derby Street, to serve mosque as well as school
- Speed cameras should be introduced
- Double yellow lines should be painted on all corners – parking on corners causes dangerous driving situations
- Pavement cycling is a real problem – mostly by people cycling to work at Centrum 100
- Parking – some residents are overparking at their homes including at The Grange. This causes a problem for carers visiting sheltered accommodation there.
- Corner of Grange Street and Shobnall Road is unsafe/inconvenient – should be left-hand turn only due to congestion. Tall hedge makes visibility limited.
- People parking up to corners and on DYs makes driving dangerous. DYs should be extended. On street parking makes it difficult for buses to drive round these streets
- Shobnall Street has designated parking spaces but Grange Street doesn’t
- A one-way system is needed for streets between Shobnall Street and Wellington Street
- Bus stops are not conveniently located – e.g. there are none close to Shobnall Fields
- Bus services start late and finish early
- There's no radial bus routes around Burton e.g. serving the villages on the town outskirts
- Need for free parking
- Pay and display car park off Millers Lane isn’t signposted

Community Services

- Evening economy is inactive
- Facilities for communication
- Community centres closing due to lack of funding – support local youth service
- Put community first – including connections between communities
- Lack of community centre around the Grange/Grange Street//southern part of Shobnall. Need for places for older people to get together. Anchor HA currently holds sessions for older residents at Brook House Girl Guides centre
- Paddling pool at leisure complex is unsafe
- Question of where to get funding for improvement provision – EU funding is available and should be used. S106 money – Shobnall is missing out because housing development is just beyond the parish boundary.
- No café at the leisure complex – could be a place that people use a community space
- Shobnall Fields needs improvement and more facilities e.g. BMX
- There's a children's play area by B&Q – 'The Link' – includes a BMX track – but it gets flooded

Shops and Businesses

- There are good places to eat and drink – safeguard these assets
- New housing development sites should include grocery shops
- Lack of cash machines
- New residents would be encouraged to use existing local shops by good parking provision
- Need for more convenience retail shops – they are spread out
- More should be made of important shop buildings e.g. at the corner of Borough Road and Derby Street
- Design / maintenance guidelines should be in place to make the most of shops

Built Environment and Heritage

- Big businesses in Shobnall should get involved in the local area – sponsor improvements
- Waterloo/Wellington Street could be pedestrianised

Green Spaces and Natural Environment

- Improve canal for wildlife
- Outdoor events in green spaces would be good e.g. theatrical performances in parks
- Better signposting, interpretation and routes into green spaces are needed
- Kingfisher Trail is getting overgrown – safety concerns from this
- Brickyard could be better – is also overgrown

Other issues

- CCTV cameras should be introduced to record crime and disorder. Drug selling and taking is a big problem. Landlords should be forced to take responsibility for tenants renting houses to use a drug farms.
- Question of where to get funding for improvement provision

9. Developer Discussions

Jones Lang LaSalle: Peter Leaver – Lawns Farm mixed-use development

- Development adheres to design and approach to landscaping contained in Local Plan
- Outline planning permission obtained – most productive to look what Neighbourhood Plan can influence going forwards
- JLL agreed to provide submitted material to BPUD for the steering group and agreed to maintain on-going dialogue with members.
- Confirmed that development will commence at both ends of site and work inwards over the 15 to 20 year programme.
- Limited access for construction traffic from Shobnall Road will be required during the first phase of development but this will cease once third crossing of canal has opened.
- All traffic for commercial/industrial development and rest of site will be via Branston Road.
- Development pockets will be sold separately and house builders will apply separately for final planning permission.
- Steering group members expressed concern that the estate road will be used as a ‘rat run’ by through traffic.
- 40ha of open space has been provided as part of the scheme – more than specified by the local authority.
- Confirmed £250,000 contribution to leisure centre.

10. Schools Workshops, January 2016

On 5th January 2016 BPUD delivered workshops with pupils at The Grange Community School and the Kingfisher Academy, two of the three primary schools in Shobnall. Pupils were led through exercises designed to help them to think about their local neighbourhoods.

The broad objective of these sessions was to seek the input of young residents of Shobnall, by asking what they thought about the issues that had already been raised by the consultation to date. General ideas around land-use planning were also introduced at a level appropriate to the two year groups.

Year Six Class at Kingfisher Academy

Year 6 pupils at Kingfisher Academy were led through four activities, cycling through in four groups. The first task was for pupils to produce a mind map which outlined the good and bad things about where they live. To facilitate this the children were prompted with pictures of key issues in the local area, which have already been raised by the local community.

Secondly the children were prompted to think of solutions to local issues, annotating and drawing on a simplified map of the local area to show how they would like the Parish to develop in the future. Some examples of these maps are shown below. Other tasks included participating in a 'Cool Wall' considering photos of land uses, built forms and urban phenomena, and asking them to pin them to a wall under 'Cool' and 'Uncool' headings, and discussing their choices. This served to get the pupils thinking about positive and negative aspects of local areas.

The table below summarises the findings from the workshop with the year 6 class.

Issue	Comments and Ideas
Play	<p>Comments</p> <ul style="list-style-type: none"> • The pupils highlighted that there is a lack of recreational opportunities and meeting places for people of their age and above, for example Youth Clubs. • There is a lack of gyms. • A needs for more religious places. • There is desire for exercise type parks in Shobnall. • The parks in the local area are poorly managed and maintained. • There are not enough sporting venues. • There are not enough indoor play areas for children. • Finally, the pupils like the Town Hall and Shobnall Fields for recreational purposes.

	<p>Solutions</p> <ul style="list-style-type: none"> • The children would like new and improved parks which are suitable for all children including older children, for example a skate parks or BMX parks. • There should be more leisure opportunities within Shobnall for example a cinema and a concert arena. • More sports centres should be built in the local area, including gyms and swimming pools. • Introduce a community centre and/or a youth group in a central location near the Town Hall for people to gather together. • Provide water sports facilities on the canal.
<p>Schools</p>	<p>Comments</p> <ul style="list-style-type: none"> • There is a need for more schools. <p>Solutions</p> <ul style="list-style-type: none"> • More schools should be built to meet demand. • Schools should have better facilities within the school grounds, for example sporting opportunities.
<p>Roads and Walking</p>	<p>Issues</p> <ul style="list-style-type: none"> • Numerous groups said there are not enough cycle paths in and around Shobnall. • It was also highlighted that traffic and congestion is the main reason for children not cycling to school. • The children have stated that the local roads are too heavily congested and the reliance on car is increasing air pollution. • A large amount of residential properties do not have off-street parking. • There are not enough car parks and on-street parking cause's additional congestion. • Crossing roads is not very safe, particularly around the school where there is no lollipop lady or man. <p>Solutions</p> <ul style="list-style-type: none"> • New streets should be built or existing streets upgraded to incorporate dedicated cycle lanes. • The traffic problems could be partially resolved by introducing more traffic lights. • Maintain bus stops to encourage people to use the bus more frequently. • Provide better car parking facilities. • Improve and/or expand Burton on Trent's train station and its connectivity with the rest of the UK. • Build a bridge across the canal at Shobnall fields.
<p>Nature</p>	<p>Comments</p> <ul style="list-style-type: none"> • There is not enough greenery around the local area and people's private greenspaces are too small. • The children identified that there is too much noise pollution in the local area. <p>Solutions</p> <ul style="list-style-type: none"> • There should be more planting in the parish to increase the amount of greenery and biodiversity, for example dedicated wildlife areas. • Improve canal side maintenance to promote biodiversity.

<p>Safety</p>	<p>Comments</p> <ul style="list-style-type: none"> • The number of alleyways and limited street lighting makes the local area feel unsafe. • Not all of the existing parks feels safe, for example Eton Park. • There is a need for more CCTV in Shobnall to improve safety. • Vandalism and litter has been highlighted to be a key issue. • Antisocial behaviour was a concern highlighted by a number of groups in the year 6 class. <p>Solutions</p> <ul style="list-style-type: none"> • CCTV cameras in residential area adjacent to Shobnall Fields. • Provide more street lighting.
<p>Land use</p>	<p>Comments</p> <ul style="list-style-type: none"> • There is a high number of vacant units in the Neighbourhood plan area. • There are too many fast food shops in Shobnall. • The variety of shops in Shobnall are limited. <p>Solutions</p> <ul style="list-style-type: none"> • Introduce more retail opportunities, for example a new supermarket and craft shop. • Deliver a solar panel field to produce 'greener' energy. • Vacant building could be converted into hotels.
<p>Housing</p>	<p>Comments</p> <ul style="list-style-type: none"> • The existing houses in Shobnall are too small and there is a need for larger family homes. • Additionally, housing in the local area is of poor quality and needs upgrading. <p>Solutions</p> <ul style="list-style-type: none"> • When building new houses there should be a variety of type and size. • Ensure future development also delivers affordable housing. • Increase the overall number of houses in Shobnall. • New residential units could be in the form of a residential home.

Year Two classes at Grange Community School

During the morning session with the two year 2 classes we used picture prompts to encourage the children to think about the area they live in, in small groups. The groups then discussed what they did and did not want in their neighbourhood (using printed cards with simple images of different land-uses, such as housing, factories, transport, which the pupils took a few minutes to colour in) and organised these onto a basic map of the parish. The main purpose of these activities was to encourage the children to think about the area where they live. The outcome of this discussion included that:

- Traffic in the parish is bad
- There isn't enough green space
- Some parks were more suitable for their age group than others
- There need to be more places of worship.

Finally, when mapping these the children recognised the importance of locating new houses within existing residential areas and locating factories and warehouses in Centrum 100.

11. Regulation 14 Consultation on the Draft Plan

Following completion of a first draft of the Neighbourhood Plan document, formal Regulation 14 consultation was undertaken between 15th February and 28th March 2016.

Community Consultation

The community consultation involved the following activities:

Publicity: The consultation was publicised to local residents through posters placed around the Parish area, detailing the purpose of the consultation, how to respond, and noting the two consultation events. The poster design is appended to this report. Details were also listed in local press and broadcast on BBC Radio Derby. The consultation was also announced via the neighbourhood plan's social media accounts, Facebook and Streetlife.

Reviewing the draft plan: A full paper copy of the draft plan document was placed for public review at the reception of Burton Town Hall, in the parish area. A summary version of the plan was produced, and copies of this were placed around the neighbourhood at various businesses and community buildings. The full plan document was also published on the Parish Council's website.

Feedback: Residents were invited to review the draft plan (or summary version) and give feedback in the following ways: Paper copies of a survey form were placed with the paper copies of the plan and the plan summary. The survey form could also be downloaded from the Parish Council website. Residents were instructed to return these to a collection box at Burton Town Hall, or via post or email to the Parish Council. An online version of the survey was provided using SurveyMonkey. The survey form is appended to this report. It asked residents to give their

Consultation events: Two consultation events were held during the Regulation 14 period. At these, copies of the full plan and summary version were made available, together with displays listing the key policies and a number of useful maps supporting the policies. These displays are appended to this report. The two events were operated by the NDP steering group members and by BPUD staff, who were available to discuss the draft plan with attendees. Attendees were invited to give written feedback using the same survey forms. The two events were held at Burton Town Hall in the evening of Tuesday 23rd February and at Princess Street community centre in the early afternoon of Saturday 5th March.

Responses: Eighteen completed survey forms were returned by residents through the consultation period. Informal comments were also taken from attendees to the consultation events. In total over twenty residents gave comments on the draft plan. The responses received from the community consultation, and the ways that the draft plan was amended to address these, are set out in detail at Appendix A.

Business Consultation

In addition, local businesses for whom email addresses could be obtained were contacted to invite their response to the draft plan. Around 25 businesses were contacted in this manner. Earlier in the development of the plan, letters had been sent to all known businesses operating in the plan area to invite their involvement in the initial preparation of the plan. Given the very low response rate to this, a second letter campaign ahead of Regulation 14 was not considered justified in terms of time and cost, and so businesses were contacted via email instead. Three businesses submitted responses

to the consultation. These were reviewed and where appropriate the plan was amended to reflect the comments, as noted at Appendix A.

Statutory Consultees

BPUD Ltd invited statutory consultees to comment on the draft neighbourhood plan. Details of the draft plan and the deadline for responding were emailed to appropriate staff members at organisations including the local planning authority, the local highways authority, Historic England, the Environment Agency. Full details of the organisations contacted are appended to this report. As with residential consultees, the statutory consultees responses are reviewed in full at Appendix A.



12. Appendix A: Responses to Regulation 14 Consultation



Regulation 14 Consultation Responses

in respect of

Shobnall Neighbourhood Plan

On behalf of

Shobnall Parish Council

September 2016



Contents

1. INTRODUCTION	4
2. GENERAL COMMENTS – NOT RELATING TO SPECIFIC POLICIES	5
3. VISIONS, OBJECTIVES AND APPROACH TO DEVELOPMENT	16
4. POLICY T1: TRANSPORT ASSESSMENT, HIGHWAY DESIGN AND TRAVEL PLANNING	18
5. POLICY T2: TRAFFIC MANAGEMENT	24
6. POLICY T3: PARKING	30
7. POLICY T4: SUSTAINABLE TRANSPORT	32
8. POLICY T5: CYCLING AND PEDESTRIAN ROUTES	34
9. POLICY HD1: DEVELOPER CONTRIBUTIONS	38
10. POLICY HD2: HOUSING DESIGN QUALITY	43
11. POLICY HD3: HOUSING MIX	45
12. POLICY HD4: DEVELOPMENT SITES	46
13. POLICY HD5: CHARACTER AREAS	56
14. POLICY CS1: SPORTS, LEISURE AND COMMUNITY FACILITIES	58
15. POLICY CS2: MEDICAL FACILITIES	59
16. POLICY SB1: SHOPFRONT DESIGN QUALITY	60
17. POLICY SB2: EMPTY COMMERCIAL PREMISES	61
18. POLICY SB3: BUSINESS DEVELOPMENT AREAS	63
19. POLICY BH1: PROTECTING SHOBNALL’S HERITAGE ENVIRONMENT	67
20. POLICY BH2: SUSTAINING SHOBNALL’S HERITAGE ENVIRONMENT	68
21. POLICY GN1: LOCAL GREEN SPACES AND THE NATURAL ENVIRONMENT	69

22. POLICY GN2: ALLOTMENTS	75
23. POLICY GN3: OPEN SPACE IN NEW DEVELOPMENT	77



Job. No: 14-022_Shobnall NDP
Prepared By: TH
Checked By: TH
Date: 23 September 2016

1. Introduction

- 1.1. This report summarises the consultation responses received to the Regulation 14 consultation on the Draft Shobnall Neighbourhood Plan between 15th February and 28th March 2016. The report follows the structure of the draft Plan, with responses organised on a policy-by-policy basis.
- 1.2. Responses were received from local residents, in the form of completed questionnaires distributed around Shobnall Parish during the Regulation 14 consultation period and at two consultation events on 23rd February and 5th March 2016. A total of 18 completed questionnaires were received and analysed. The questionnaires asked residents whether they agree, disagreed, or weren't certain what they thought, about each policy. Respondents could also add comments about each policy.
- 1.3. Responses were also sought (by BPUD Ltd) and received from a number of statutory consultees, including the local planning authority East Staffordshire Borough Council, Stafford County Council, Historic England, the Environment Agency and Natural England.
- 1.4. Responses were also received from a number of businesses and commercial property owners in the plan area, or their representatives.
- 1.5. Each section includes a graph showing how many residents agreed or disagreed with each policy. The comments received by each respondent are then summarised, edited for brevity and relevance to planning matters.
- 1.6. The report then notes our suggestions for amendments to reflect each comment, in the third column. The responses from Shobnall Parish Council are then noted, followed by further discussion until agreement on each amendment was achieved. All comments and responses by Shobnall Parish Council are coloured red; all other comments and notes by BPUD are shown in black, blue or green. In some cases notes by BPUD staff are marked with initials – TH for Tom Hiles, JM for Jonathan Maginness. A number of points were finally resolved in a telecon between BPUD and Shobnall Parish Council, these are marked accordingly.

2. General Comments – not relating to specific policies

Respondent	Comment	Recommended response for changes to the draft plan
Councillor Shelagh McKiernan	The only comment I would add at this point is the problem of increasing houses of multiple occupation in Shobnall. Can we add a policy not to support any further conversion in inner Burton?	<p>There hasn't been much concern about this in the public consultation. In any case, permitted development now allows houses to be used as HMOs for up to 5 occupants without requiring planning permission.</p> <p>SH- Could we add anything to cover occupancy +5, nr of car parking spaces similar to that for new build?</p> <p>TH – this could be added into T3 Parking. Ratio of 1 space per bedroom in an HMO? Added "(including Houses in Multiple Occupation requiring planning permission)" to third bullet point of Policy T3</p> <p>SH new – MD comment – Seems OK to me. TH new 8/9/16 – no further changes needed.</p>
	<p>...about the new housing developments which all empty traffic onto Shobnall Rd. Not only will Red House Farm, Forest Rd, Lawns Farm, and the proposed primary school on Henhurst Ridge increase traffic, but there are no shops planned, except for a high end supermarket at the Branston end.</p> <p>Can we add a policy that we would welcome small shops along Shobnall Rd for local shopping?</p>	<p>This could be added into policy SB3 – "Shobnall Road – the creation of small convenience retail businesses along Shobnall Road will be supported, subject to other with other planning considerations including highways and parking."</p> <p>SH- Don't believe we should include this given Shobnall</p>



Respondent	Comment	Recommended response for changes to the draft plan
		<p>Road would struggle. If anything it should be in the new developments.</p> <p>TH – Okay, won't include. Agree would make more sense for new shops in this part of Shobnall to be in the consented large housing schemes – would be more viable and would serve more people.</p>
The Coal Authority	Having reviewed your document, I confirm that we have no specific comments to make on it.	<p>None required</p> <p>SH – Agreed</p> <p>Nothing altered</p>
Pete Boland, Historic England	<p>We are extremely supportive of the content of the document, particularly its' emphasis on local distinctiveness and the recognition given to the importance that the local community attaches to undesignated heritage assets. In this respect the Plan has benefitted from detailed historic characterisation as part of the Plan evidence base which has allowed a comprehensive range of protective policies to be developed in relation to the historic environment.</p> <p>In conclusion, Historic England highly commends the approaches taken in the Plan to the conservation of the historic environment and considers the Shobnall Neighbourhood Plan to be a well-considered, concise and fit for purpose document that effectively embraces the ethos of “constructive conservation”.</p>	<p>None required</p> <p>SH – Agreed</p> <p>Nothing altered</p>
Environment Agency	<p>We have reviewed the draft Shobnall Neighbourhood Plan with regard to flood risk and have the following comments:</p> <p>The plan area includes the Shobnall Brook, a designated main river which has areas of floodplain associated with it, most of which is Flood Zone 3 (high probability).</p> <p>There are also extensive areas of floodplain (flood zones 3 and 2) associated with the River Trent which is located to the east of the parish, some of which</p>	

Respondent	Comment	Recommended response for changes to the draft plan
	<p>currently benefit from the presence of flood defences. Even though there are flood defences, there is still a residual risk should the defences fail or be overtopped in floods greater than the events they are designed to withstand. It should also be noted that there are flood defence assets within the plan area and nearby which are currently in poor condition and require works to repair, replace or remove them.</p> <p>There is no recognition within the plan of the level of existing flood risk in the parish and the need to take this into account when considering future development proposals.</p> <p>Elsewhere in the plan area there are areas of floodplain associated with the smaller ordinary watercourses as well as areas at risk from surface water flooding. Staffordshire County Council as Lead Local Flood Authority (LLFA) should be consulted on these matters.</p> <p>In line with National Planning Policy we would wish to see any new development, directed away from those areas at highest flood risk, i.e. towards Flood Zone 1.</p>	<p><i>Appendix D: Spending priorities for developer contribution funds and community funding bids</i> can be amended to help fund improvements to flood defences.</p> <p>SH – Agreed Added amendment</p> <p>ESBC Local Plan already controls development in flood risk areas (Strategic Policy 27), it is not clear how the neighbourhood plan could add anything in terms of planning policy. The Approach to Development section could be slightly bolstered by referring to Local Plan SP27.</p> <p>Added sentence to 7th bullet point under ‘Approach to Development’.</p> <p>Development sites 1, 2, and 8 are in flood zone 3, the area of highest risk. Site 1 is proposed to be residential-led (Site 2 is proposed as mainly leisure, Site 8 is proposed for offices and light industry) On reflection, residential development in the high risk flood zone should not be proposed by the plan, and Site 1 should be removed from the policy.</p> <p>SH – Do we have to remove site 1, can it not be removed just for residential. If it has to go place in green space? Can we use the flood restriction to control site 2 so it’s only leisure and not the retirement housing?</p> <p>TH – Site 1 – agreed, allocate as leisure.. Site 2 – might</p>

Respondent	Comment	Recommended response for changes to the draft plan
	<p>In addition any new development, including infill development and small scale development, should incorporate sustainable drainage systems (SuDS) to reduce flood risk and manage surface water. The surface water discharge should be limited to the site specific greenfield runoff rate for all points of discharge.</p> <p>Biodiversity - Development policies should look to include the use of SuDS appropriate to the scale of development to attenuate flood risk and improve water quality discharge.</p>	<p>be best to tweak this to allow for housing only if flood risk can be mitigated? – The housing element might be needed to subsidise sports and leisure development on the rest of the site.</p> <p>SH new Agreed but only if site 2 clearly states that the majority is to be used for leisure purposes only if this can't be done we would rather say leisure only.</p> <p>TH new 8/9/16 – The policy as written will achieve this – limited housing dev only permitted if it can be demonstrated that it is required to fund improvements to the leisure provision.</p> <p>Telecon 8/9/16 – Agreed to reword to ‘...housing development will only be acceptable if proven to be required to fund improvements to the leisure elements...’</p> <p>This is already covered by ESBC Local Plan Strategic Policy 27, an NDP policy would not add anything.</p> <p>SH - Agreed Nothing altered</p> <p>As above. SH – Agreed Nothing altered</p>
National Forest	The NFC has helped create a number of woodlands within the Parish most notably at Sinai Park, many more woodlands are beyond the boundary of the Parish but accessible to Parishioners. The National Forest is supported by adopted Local Plan Strategic Policy 26, this expects new developments to incorporate National Forest planting. This has also led to areas of tree	

Respondent	Comment	Recommended response for changes to the draft plan
	<p>planting within the Parish, most notably within the Centrum 100 estate and adjacent to Parkway and the Marina.</p> <p>The NFC supports the aspiration of the Parish Council to create a Neighbourhood Plan as a fundamental part of a planned development process. The NFC also supports the reference to improving access to green spaces within the Vision and Objective 6, Green Spaces and the Natural Environment. The NFC considers that Objective 6 could be reworded for clarity. As currently written it could be read that it is seeking to ‘protect, enhance and improve’ accessibility to green spaces rather than the green spaces themselves.</p> <p>Reference could also be made to the need to create new green spaces as the Plan makes clear there is a deficit in some areas.</p> <p>The NFC considers that the position of the Parish within The National Forest could be referred to within section 3, Background to the Parish. The environment section of the chapter could refer to Shobnall forming part of The National Forest and the increase in tree cover in parts of the Parish and accessible local woodlands.</p>	<p>Amend as suggested SH - Agreed <i>JM - Amended ‘Objective 6’ to “To protect, enhance and improve Shobnall’s existing green spaces, waterways and natural environment, and improve their accessibility for the wider community.”</i></p> <p>Agreed, Policy GN1 (green spaces) and HD4 (development sites) can be amended to achieve this. <i>JM - Added additional sentence to Policy GN1: “New development should make provision and provide funding for new green spaces within their area.”</i></p> <p><i>JM - Altered final paragraph of Policy HD4: “development which (where appropriate) delivers public car parking, new community facilities or new public green spaces will be welcomed”</i></p> <p>Agreed, this can be added in. <i>JM - Added sentence to section 3.18: “These wooded areas form part of The National Forest and are locally accessible.”</i></p> <p>Agreed, this can be added in. <i>JM - Added sentence at end of section 3.3: “The whole</i></p>

Respondent	Comment	Recommended response for changes to the draft plan
	<p>The NFC also have a range of grants available for tree planting which may be of interest to the Parish Council and could be used to plant specimen trees within areas of open space and parks.</p>	<p><i>area of Shobnall Parish falls within The National Forest.”</i> SH above 3 Agreed</p> <p>This info can be added into Appendix J: The community’s actions to complement the neighbourhood plan SH – can we link this to additional trees to support National Forest objectives. Generally wanted to make more emphasis on the National Forest in the Document TH – NF objectives are mentioned in Policies GN1 and GN2; have added to HD4 Development Sites as well.</p>
<p>East Staffordshire Borough Council</p>	<p>Various places: Word search document for “New Forest” and replace with “National Forest”</p> <p>Section 5. Monitoring and review – ESBC welcome the inclusion of a section on monitoring and review. ESBC will continue to monitor Neighbourhood Plans with regards to housing delivery but will not have the capacity to look in detail at NP policies and how effective they are. We will be creating a monitoring framework to circulate to NP areas to assist them in monitoring their policies; this should be by the end of April 2016. This framework will hopefully be a useful tool for PCs to monitor the effectiveness of their own policies, triggering a review of their plan as and when necessary.</p> <p>Appendix A Protected Highway Routes – delete - see comments on policy T2 Appendix B- Detail Map unnecessary - delete Appendix C – Development Sites - see comments on Policy HD4 Appendix G Local Green Space analysis - see comments on Policy GN1</p>	<p>This is an error and should be amended. SH - Agreed Amended in Policy GN1 (only location found)</p> <p>Amend the NDP’s monitoring and review section to reflect this. SH - Agreed SH - Do we have this framework? Can we use it in the document? TH – Corrinne ESBC advised 7/7/16 that this isn’t prepared yet, progress expected in Sept/Oct 2016.</p> <p>See reply to comments on T2</p> <p>Disagree, detail map should be retained. See reply to comments on HD4 See reply to comments on GN1</p>

Respondent	Comment	Recommended response for changes to the draft plan
		<p>Nothing altered SH new – just confirm does this mean you haven't altered it? TH new 8/9/16 - yes</p>
Staffordshire County Council	<p>Flooding Coverage of flooding issues in the plan is limited, apart from promoting the use of SUDs on new developments and not adding to flood risk. As Lead Local Flood Authority we are aware that flooding is a concern to numerous residents in Shobnall and you may find the below of use for the emerging plan. Since Staffordshire County Council became a Lead Local Flood Authority in 2012, we have been examining various flooding issues and problems in Burton. One of the most significant issues in Burton is that of culverted ordinary watercourses. These are effectively watercourses and streams that have always run through the town and which have been culverted (or covered over) in stages over time. There are eight or nine significant culverted watercourses in Burton that carry surface water and land drainage down through the town before discharging either to the River Trent or to Severn Trent sewer systems. Historically, we believe the culverting in of these watercourses was carried out by a number of bodies over time. Sometimes it was the local council, sometimes developers and sometimes other bodies or private land owners.</p> <p>Unfortunately, these watercourses were not adopted by Severn Trent Water as surface water sewers. As a result, there has often been no responsible body regularly inspecting and maintaining these watercourses since they were put into culvert. Some of these culverts are now in a very poor state of repair or have become partially blocked by silt/debris coming from the upstream catchment. At the same time, these watercourses are necessary to provide surface water drainage discharge points for the urbanised areas of Burton. In</p>	<p>Whilst this does not appear to be an issue that can be addressed through planning policy, the need to clear and repair the culverts could be mentioned in Appendix J. SH - Agreed JM - Added sentence to 'Green Spaces and Natural Environment' under Appendix J</p>

Respondent	Comment	Recommended response for changes to the draft plan
	<p>Shobnall, there are two of these significant watercourses. The Shobnall Brook and the Tatenhill Brook North.</p> <p>The Shobnall Brook runs from the hills to the West of burton in an open channel that comes in alongside Forest Road and runs all the way down to the Marstons Brewery.</p> <p>Historically, it used to then continue down the Shobnall Road, through the marina, down to Wellington Road and across and then through what is now the Imex Business Park before being culverted under the railway line and joining a Severn Trent Water sewer.</p> <p>In the 1980’s, a decision was made to divert the main flow from just outside the Marstons Brewery and culvert it Northwards under a new housing development on Bridgewater Road. It then emerges in an open channel running alongside the Trent and Mersey canal and through Shobnall Playing Fields. It is then culverted under the canal and joins another watercourse running in an oversized open channel which is known as the Horninglow Channel. This runs north before it turns through the Burton Albion football ground and emerges to join the River Trent at the north end of Wetmore.</p> <p>The Shobnall Brook is a Main River under the control of the Environment Agency from Oakley Grange down to the Marston’s Brewery. Unusually, it stops being Main River at that point although it has not dropped into the sea or another river. Although the Shobnall Brook catchment flows have been diverted, the original culverts are still in place. With a greatly reduced flow, they have tended to silt up over time. Our highways have recently been looking at repairing the length of culvert that passes below the Wellington Road.</p> <p>The silting of this original culvert is particularly bad through the Imex Business Park. And this is indicated as a future development site (Number 7) in appendix C of the plan. Site 4 is also on the line of the original culvert. I presume both developments will wish to drop their surface water into this culvert.</p> <p>The other watercourse in the Shobnall area comes from the Tatenhill</p>	<p>Policy HD4 should be amended to encourage new development proposals on site 4 to address this concern – e.g. <i>“Flood risk assessment of development proposals on this site will be expected to take into account the condition of the culvert, and where appropriate take opportunities to reduce localised flood</i></p>

Respondent	Comment	Recommended response for changes to the draft plan
	<p>catchment. Three significant developments (Branston Locks, a new school site and possibly the new rugby ground) are likely to drop into this system which then runs into Burton and is culverted under the Centrum development before dropping into a Severn Trent sewer. Again, as this was not adopted as public sewer, it does not seem to have been regularly inspected or maintained. A large proportion of the future development in Burton will be relying on this culvert and there are problems with build ups of silt and debris and some structures which are limiting flow and keeping water levels high. Developer funding could help us to improve the capacity of this watercourse with a view to the large areas of development that will rely on it.</p> <p>In relation to the Proposed Development Sites we are already aware of most of the sites shown in Appendix C. Many of them involve flooding issues and either we as LLFA are involved for Ordinary Watercourses and surface water, or the EA are involved if there is Main River flood risk to the site. We have been in discussions on most of the sites. In most cases we are looking for the developer to try and reduce flood risk in other areas through the design of the development.</p>	<p><i>risk arising from its condition.”</i></p> <p>The last paragraph of Policy HD4 can also be extended so that development proposals on <u>all</u> the sites should address flood risk, SUDS, and culvert management, with reference to the relevant ESBC policies, as a blanket approach to these considerations.</p> <p>SH- can we strengthen up the words. ‘Will be expected’ turn into ‘must’. ‘Where appropriate’ turn into ‘where necessary’. No increase to flood risk rather than address flood risk</p> <p>TH – Mostly agree with SH feedback – have strengthened wording. Added the text to site 4 and 7.</p> <p>SH new – why only 4 and 7. Could be others? 2 (if residential)?</p> <p>TH new 8/9/16 – the text I’m referring to relates to the culvert that County has identified as running under sites 4 and 7. It’s not relevant to the other sites. All other sites are covered with respect to flooding by the note at the end of the policy.</p> <p>Telecon 8/9/16 – Agreed.</p> <p>Add in to policy HD1 / Amend appendix J.</p> <p>TH – amended HD4 to require all development on these sites to reduce flood risk (on reflection, HD1 is not appropriate place to address this comment).</p>
M. Saleem (Resident)	Make available and promote housing improvement grants for old houses. Bring into use long term empty derelict houses.	Outside the scope of the neighbourhood plan, but this could be added to Appendix J: The community’s actions to complement the neighbourhood plan

Respondent	Comment	Recommended response for changes to the draft plan
		<p>SH – Agreed JM - Added to 'Development and Housing' under Appendix J</p>
Mrs A Johnson (Resident)	Road really bad outside Marston's!! Shobnall Rd/Shobnall St Junction.	<p>The plan seeks to address HGV movements. JM - Nothing altered.</p>
Gourlay (Resident)	Not lorries or potholes; need more buses; more rubbish collections, bins overflowing.	<p>The plan seeks to address HGV movements. Public transport, waste collection are outside the scope of the plan but can be added to Appendix J of the plan. SH – Isn't public transport in as part of sustainable transport being in the developers plans? JM - Added to Appendix J TH - Expectations on developers with regards to public transport are already explained in policies T1 and T4 SH new – can we add something to encourage bus use by making in nicer to use e.g. with the creation of bus shelters TH new 8/9/16 – this is covered by policy T6.</p>
Mrs Wardle (Resident)	Dog mess and bins left out. Roads in general. Puddles outside houses a danger for people with walking frames.	<p>These issues are outside the scope of the plan, but can be reflected in Appendix J of the plan. SH – Can we reference the width of pavements as part of development plans to help some of these concerns TH – Pavement width is covered by 'Highway design' part of Policy T1</p>
Claire Wrathall (Resident)	To offset increased traffic in the area and to allow for new networks of cycling and pedestrian routes, would ESBC consider lobbying Staffordshire County Council to place a weight restriction by way of a Traffic Regulation Order (TRO) on the B5017, with exemptions for the bus services and HCVs serving businesses sited directly on the B5017, such as Marston's PLC.	<p>This should be taken up by the Parish Council outside of the NDP project. This should be added to Appendix J. SH – we need to strengthen up in this area. Can you ask Nigel what he would aim to deliver in a review of Shobnall Road, specifics of the deliverables and likely</p>

Respondent	Comment	Recommended response for changes to the draft plan
	<p>ESBC will be aware that haulage companies are using the narrow residential B5017 instead of the A50 and A38 as a short-cut to Burton’s business parks. The road surface in parts is periodically in a poor state of repair and when some of these HCVs are driven fast – in particular at night – they cause noise and vibration.</p>	<p>costs? Margaret H will then seek approval for additional funds, We need to know that it would be generic words we need specific recommendations for traffic management.</p> <p>TH – Have emailed Nigel Curtis to prepare a formal proposal addressing the points in Janet’s email 6/7/16.</p> <p>SH new – any news as this area is too weak</p> <p>TH new 8/9/16 – Understanding Nigel has been in touch to address further measures for Shobnall Road. Telecon 8/9/16 – Agreed to await Progress10 input</p> <p>SH – Can we not push for restrictions on HGV for new developments.</p> <p>TH – This is the purpose of Policy T4</p> <p>SH new – Appendix A isn’t correct as this is the protected routes not those to be used. Is T4strong enough here?</p> <p>TH new 8/9/16 – as explained under the notes for T4, the way this policy works has been reversed to reflect County’s reasonable advice. We believe the policy is as strong as it can be.</p> <p>Telecon 8/9/16 – Amended map title from ‘Protected Highways Routes’ to ‘Preferred Highways Routes’</p>

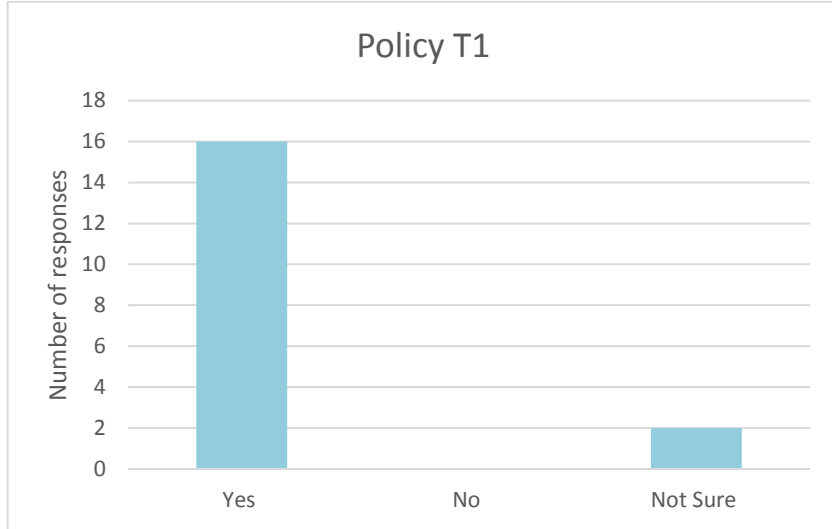
3. Visions, Objectives and Approach to Development

Respondent	Comment	Response / Suggestion to Shobnall PC
Natural England	<p>We are pleased to see clear objectives including in particular Objective 6 ‘Green spaces and the Natural Environment’ and we draw the steering group’s attention to the parish’s location within the National Forest. Strategic Policy 26 of the adopted local plan provides a borough level perspective on this important environmental initiative. The steering group may wish to explore what additional benefits this initiative offers for the parish’s green spaces and natural environment and therefore for the parish’s residents and workforce.</p> <p>With regard to the proposed approach to development in the wider area Natural England welcomes clear reference to the expectation regarding cross border working on relevant issues and themes (section 4.2). Natural environment related issues tend not to be constrained by administrative boundaries and so we applaud steps to co-operate with neighbouring parishes, developers and other stakeholders outside the parish but connected with it through environmental linkages (e.g. clean air, water and healthy soils).</p>	<p>The objectives of the National Forest is already reflected in Policy GN1.</p> <p>SH – Can we bring the link to the NE to the front of our document including focus on air quality. TH – These issues are already set out near the beginning in paras 3.18 and 3.20. SH New – still think this isn’t strong enough. Air pollution concerns aren’t just around wellington street Telecon 8/9/16: Agreed to amend introduction para 3.20 to express significant concerns about air pollution.</p> <p>No change required SH – highlight National Forest policies, tree increase, air quality TH – the vision and objectives are intended to be general in scope, so they’re not the right place to refer specifically to NF policies. Added a little more detail to the mention of NF policies under policy GN1.</p> <p>SH – general point where do we reference air policy? TH – Policy T4 and T6 refer to air quality issues arising from traffic</p>
Sport England	<p>We welcome the desire, as expressing in the Vision and Objective 3 to create a healthy environment and improve the quality of life of residents. We also welcome Objective 6, to protect, enhance and improve green spaces. Sport and active recreation plays an important part in delivering this vision.</p>	<p>No change required SH – Agreed JM - Nothing altered</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
<p>Goodman, owners of Phase 2 of Centrum West Logistics Park</p>	<p>‘Objective 1 – Transport and Highways’ seeks to ensure that Shobnall can be accessed and visited safely and conveniently by all modes of transport (including sustainable modes, cycling and walking), without causing undue harm to local economic development.</p> <p>‘Objective 4 – Shops, Businesses and the Leisure and Visitor Economy’, further seeks to “To support stronger local economic development.”</p> <p>Goodman support the approach of these objectives to encourage and not fetter local economic development, which accord with the East Staffordshire Borough Council (‘ESBC’) Local Plan 2012 to 2031 (adopted 15th October 2015) that highlights at Strategic Objective S07 that the council will foster the employment base of Burton upon Trent to support higher growth and higher quality jobs.</p> <p>The approach also accords with the strategic planning objectives of the NPPF, which seek to proactively drive and support sustainable economic development to deliver the business and industrial units that burdened by the combined requirements of planning policy expectations (para. 21).</p>	<p>No change required JM - Nothing altered</p> <p>No change required SH – Agreed JM - Nothing altered</p>

4. Policy T1: Transport Assessment, Highway Design and Travel Planning (NOW POLICY T1, T2, T3)

Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
East Staffordshire Borough Council	Policy T1 It is acknowledged that one of the most important (<u>the</u> most important?) issue for Shobnall is the amount of traffic on the streets, and in particular, the amount of HGV and other traffic on through routes and the effect of additional traffic on these roads from several new developments outside the Parish.	SH new – Appendix J is a large list at the back and this point will be lost. Can we not bring it forwards? TH new 8/9/16 – Appendix J is specifically intended to collect together aspirations and ideas that can't be directly addressed through the neighbourhood plan policies. We could give it greater prominence by referring to it in the Objectives/Approach to development section.

	<p>Having said that, Policy T1 is rather long, and there are provisions within it which are covered elsewhere. Also, the policy could only be applied to planning applications for development taking place in the Parish, which may not be particularly large and may not require a transport assessment. In theory, the large developments outside the parish (many of which already have planning permission) should have assessed the impact on the wider highway infrastructure, including those in Shobnall, under the provisions of Local Plan Policy SP35 (see extract below) and its forerunners. Nonetheless, it is possible that a development in Shobnall may potentially add to the increases in traffic created by developments outside the Parish, perhaps ‘tipping’ the highway network over the critical point at which further works are required.</p> <p>A starting point might be Local Plan Policy SP35 which states that the Council will (<i>inter alia</i>) take the following steps: <i>Ensuring development proposals provide appropriate infrastructure measures to mitigate the adverse effects of development traffic and other environmental and safety impacts (individually or cumulatively); Securing appropriate provision or contributions towards the cost of any necessary highway improvements, provision of public transport services and facilities, and walking and cycling facilities in line with the most up to date Staffordshire County Council Integrated Transport Strategy; Requiring developments which are likely to have an impact on the wider highway infrastructure to be accompanied by a transport assessment clearly setting out how the likely impacts of the development will be addressed.</i></p> <p>Taking this as a starting point, the NP Policy could set out the additional requirements the Parish feel are essential. These might include:</p>	<p>Telecon 8/9/16 – Agreed to add mention of weight restrictions to the explanatory for a relevant policy, to ‘bring it forward’ in the plan. Upon checking, found it is already part of the explanatory for policy T4. Added specific paragraph to Approach to Development.</p> <p>Separate T1 into three policies – Transport Assessment; Highway Design; Travel Planning TH - Done</p> <p>These issues are so significant to the local community that the plan seeks to increase the effective strength of planning policy to deal with them.</p> <p>SH – Happy to split them although as above we wanted to be stronger in transport not weaker TH – have split these into three policies and re-arranged/added to explanatories.</p> <p>SH new – repeat concerns re strength of these policies TH new 8/9/16 – need to discuss concerns. In our view these are as strong as they can be. Perhaps input from Progress10 highways consultant would be valuable. Telecon 8/9/16 – T1 to be modified to refer to expected baseline traffic counts to be undertaken by Progress10.</p> <p>SH new md we need this to stand out and be strong enough and be seen TH new 8/9/16 – need to discuss what aspect should stand out. The whole policy? Telecon 8/9/16 – Addressed in above discussions.</p>
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	<p><u>Transport Assessments</u> Cumulative impacts of other major schemes consented or under construction adding to traffic on Shobnall’s roads to be taken into account, and mitigation measures for them secured by s.278/s.106; Transport assessments to include mitigation measures to be put in place, the timeframe for achieving them, and how these relate to the phasing/build-out of (i) the other major schemes in the area and (ii) the development itself;</p> <p><u>Highway Design and Traffic Calming</u> This could form a stand-alone policy. The policy is only for major development but there could usefully be some text (either here or in another policy) stating that even in minor developments, if appropriate, the scheme should take into account accessibility to bus routes nearby, good connectivity to pedestrian and cycling routes adjacent to the site, designed well to attract use, etc.</p> <p><u>Travel Planning</u> Should indicate that this section (which could again be a separate policy) applies only to major developments.</p>	<p>Agreed: Reword the transport assessments section of the policy to incorporate these points. TH – Edited these points into the existing text.</p> <p>Separate into a standalone policy. TH - done</p> <p>Agreed, add in these elements. TH - Added in <i>“Applicants for smaller schemes will also be expected to consider aspects of good highway design as appropriate to the scale of the development, including accessibility to nearby bus routes, connectivity to existing pedestrian and cycling routes, and signposting and legibility.”</i></p> <p>Separate as suggested and clarify. TH – Amended first paragraph to begin <i>“Where appropriate to its scale and nature...”</i> Amended third paragraph to begin: <i>“Applications for major development should be supported by travel plans...”</i></p>
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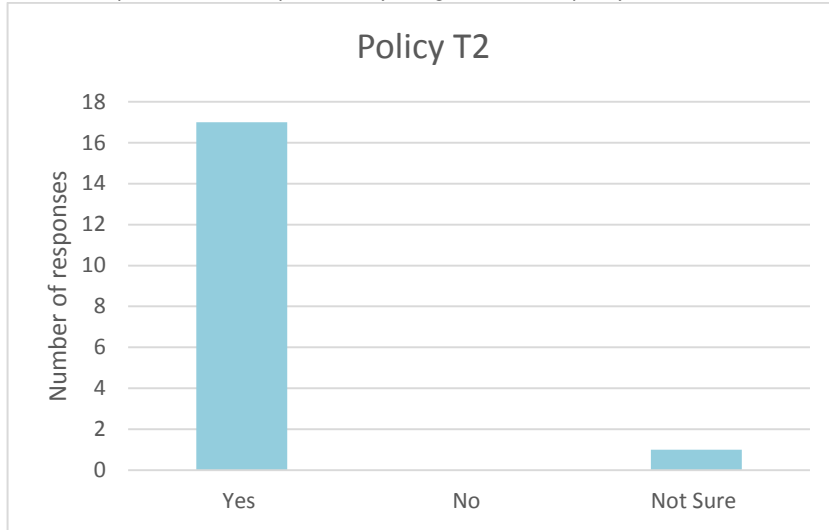
<p>Staffordshire County Council</p>	<p>In relation to policy T1 we feel it is necessary to define what constitutes ‘major development’ in transport terms. As a general rule of thumb the Highway Authority refer to Appendix B of the Guidelines for Transport Assessment 2008 as an indication for when a transport assessment is required. It is noted though the 2008 guidelines have been superseded by the National Planning Practice Guidance (NPPG)</p> <p>In the paragraph beginning ‘where traffic arising’ it is suggested that the word mitigated be replaced with ‘made acceptable in transport terms’.</p> <p>In the subsequent paragraph ‘S278 Agreement’ should be replaced by ‘Highways Agreement’ and exclude reference to the 1980 Act. S278 is only one means by which highway improvements can be delivered by developers.</p> <p>The section on Travel Planning refers to the County Council’s 2008 guide, whilst this is still used the National Planning Policy Framework has largely replaced it.</p> <p>In relation to paragraph 7.4 we feel that further clarity is required here and what the expectation is on development is, for example mitigation can only realistically be required where the traffic generation causes an impact that actually requires mitigation. If the traffic generated can be assimilated into the network without causing congestion or safety issues then no mitigating measures could legitimately be sought.</p>	<p>Add in phrase referring to adopted definitions, e.g. “...<i>applications for major development (as defined by Appendix B of the Guidelines for Transport Assessment or any subsequent replacement guidelines)</i>...”</p> <p>SH - Agreed</p> <p>JM - Added reference to the definition</p> <p>Amend as suggested</p> <p>SH - Agreed</p> <p>JM - Amended</p> <p>Amend as suggested</p> <p>SH - Agreed</p> <p>JM - Amended</p> <p>Add a phrase to acknowledge this, e.g. “...<i>against the thresholds set by the Staffordshire County Highway Authority (or any subsequent replacement guidelines)</i>...”</p> <p>SH - Agreed</p> <p>Amended</p> <p>7.4 (now 7.3) can simply be amended to reflect this, e.g. <i>The neighbourhood plan therefore requires new development to assess and, where the predicted impact on congestion and highway safety is found to be unacceptable, to mitigate for its traffic generation and traffic impact.</i></p> <p>SH – We don’t like this one. This would result in our policies having no teeth on traffic numbers</p> <p>TH – The suggested re-wording is of the explanatory, not the policy itself, so its effect on the ‘teeth’ of the policy would be limited.</p> <p>At ESBC’s suggestion the policy now requires applicants transport assessments to take into account the</p>
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		<p><u>cumulative</u> highways impact of other schemes consented or under construction – this will strengthen existing local policy. We don’t believe there is any other way to give the policy more ‘teeth’ which would get through the independent examination.</p> <p>We’ve added another two points (7.5 and 7.6) to the explanatory to encourage applicants and the Council to make it easier for the community to understand traffic assessments, so that the PC can more easily interrogate the calculations and conclusions.</p> <p>*To be discussed – see suggested amended policy wording in the plan document SH new – yes lets discuss it’s the one we really don’t like! TH new 8/9/16 – To be discussed to understand concerns. Strongly recommend input from Progress10 highways consultant on this. Telecon 8/9/16 – Addressed in above discussions.</p> <p>SH new - also T2 7.5 with what objectives in mind? Can you make that clearer TH new 8/9/16 – question is unclear, to be discussed. Telecon 8/9/16 – Agreed to reword para 7.5 to refer directly to the objectives.</p> <p>TH 15/9/16: Made all other previously proposed changes to the policy – paras 7.6, 7.5, 7.6</p>
M. Saleem (Resident)	Continue regeneration of routes in and out of Burton (i.e. like Wellington St and Derby St) through Waterloos Street.	None suggested Nothing altered
Claire Wrathall (Resident)	New development will result in an increase of vehicles in and around Shobnall.	The purpose of the plan is to shape future development; it is not in the power of the plan to

		prevent new development, but to influence it to support the community's needs. Nothing altered
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5. Policy T2: Traffic Management (now Policy T4)

Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
East Staffordshire Borough Council	The latest DfT literature still uses "HGVs" (Heavy Goods Vehicles) not "HCVs". (HCVs are Historic Commercial Vehicles, of which Marston's Brewery has a few!)	Staffs County (as the highways authority) seems to use 'HCV', so we think this should be unchanged. SH – We think HGV means more to general public perhaps something early in document saying where HGV read HCV Added an explanatory line in section 7.10 7.14 SH new – we would like it altered unless you have a strong reason not to TH new 8/9/16 – no problem to make this change and then remove the explanatory line. Telecon 8/9/16 – Agreed to make this change. 15/9/16

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>Unfortunately, the roads identified in Appendix A are the very through routes it is most appropriate that HGVs use (such as the main A5121 north-south distributor route). The practical application of this policy would be to force HGVs down inappropriate narrow streets – if there <u>are</u> any alternatives routes in and out of the parish anyway.</p> <p>Any ban on HGVs would have to be a blanket one, not just for vehicles to/from premises covered by planning applications with a condition applied – policing this would be impractical.</p>	<p>replaced all other mentions of ‘heavy commercial vehicles’ with ‘heavy goods vehicles’</p> <p>Upon review, the point about forcing lorries down inappropriate streets is sensible. However, we feel the purpose of this policy – to influence HCV movements arising from new development – is reasonable and practical. We believe the policy can be reworded and the map reworked to <i>encourage</i> use of specific routes that are considered to be more appropriate, i.e. directly towards the A38 via routes that don’t go through residential areas. There are reasonable alternative routes for HCVs to take between this part of Burton and the strategic highways network, which avoid residential areas.</p> <p>SH – Should we remove the red lines for the A5121 but keep those on Shobnall Road? Response from council are focusing on A road and it would be trickier to avoid it. Should the A38 be shown in Red? Suggest we discuss verbally what your proposing re the diagram</p> <p>TH - I don’t think we could make an good argument for ‘protecting’ Shobnall Road but not the A5121</p> <p>The policy has been amended so that it works in the opposite way – encouraging applicants to identify HCV routes that use the preferred routes. I’ve added more detail (7.18, 7.19, 7.20, 7.21) to the explanatory to justify the policy and make its logic clearer.</p> <p>I’ve amended the map so that it now identifies the roads HCVs SHOULD use.</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>There are too many businesses whose growth would be stifled by this policy. For example, Marston’s Brewery on Shobnall Road and businesses, including Briggs, on Derby Road would not be allowed to grow and have additional HGV movements because they are located on the prohibited routes.</p> <p>It is recommended that this Policy and Appendix A are deleted. If it is necessary to have a HGV-limiting policy, it should be that the <u>only</u> routes HGV traffic should use are those shown in Appendix A, not all routes <u>except</u> those in Appendix A.</p>	<p>* To be discussed SH new –OK can you walk us through the new picture Appendix A as we are a bit confused. This could also fix out comments earlier re Appendix A. TH new 8/9/16 – to be explained Telecon 8/9/16 – Reworked policy and Appendix A explained and agreed.</p> <p>We disagree with this. The policy only requires that businesses use reasonable specific routes for their HCV movements from their sites out of Burton, and this would not prevent them from growing. SH – Agreed JH - Nothing altered</p> <p>Notwithstanding the above, the map could also be tweaked to make it clear that HCV movements along the ‘red routes’ where there is no alternative, e.g. along Shobnall Road between Marston’s and the junction with Wellington Road – are acceptable. SH – or if purely for access not used for a through Road TH – I think this is already covered by the way the policy works. SH new can you explain how the policy is covering this, may become clearer after reviewing the new picture TH new 8/9/16 – The policy requires HCV operators to use Shobnall Road etc. only where there is no alternative. Clearly this would allow for access only to sites along Shobnall Road but rule out using it as a through road, where there are alternative routes. However, this would not stop other HCVs from any</p>

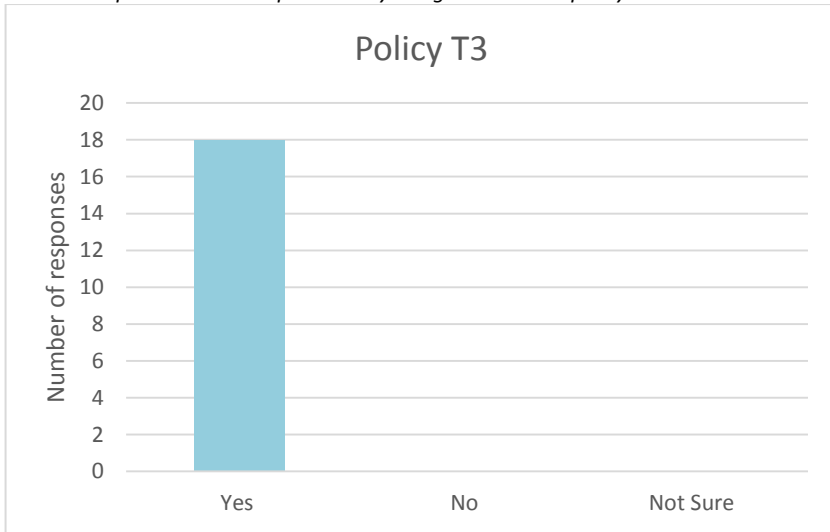
Respondent	Comment	Response / Suggestion to Shobnall PC
		<p>sites outside the plan area from still using the route – as this is a planning policy that will only effect new development in the plan area – just to be clear. Telecon 8/9/16 – Discussed and agreed as per previous point from telecon.</p>
Staffordshire County Council	<p>We are aware of the issues relating to Heavy Commercial Vehicle (HCV) traffic in the Parish and our Highways officers have been in regular contact with the Parish Council on such matters. It is felt that the policy as currently drafted does not reflect the conclusions of assessments and/or advice given to date.</p> <p>Shobnall Road is one of a limited number of routes into Burton and the A5121 is a main route through the Town. Both routes serve existing commercial sites where HCV use is prevalent. A weight restriction on these roads has been discussed in the past and ruled out. Even if a restriction could be imposed the enforceability of it would be unworkable as it would be exceptionally difficult to differentiate between HCVs that have a legitimate right to be in the areas i.e. those accessing existing sites from those that are not supposed to be there.</p>	<p>Possibly remove the last line, <i>“Routing plans that will result in significant additional movements of HCVs along the routes identified at Appendix A are unlikely to be supported”</i>, to make the policy more flexible. SH- we don’t like this don’t we want to make this part of planning unless it’s purely for access e.g. Marston’s. New planning should have this as part of plan approval. TH – Leave in.</p> <p>Difficulty in enforceability does not seem a good enough reason to not have the policy, particularly given the importance of this issue to the local community. The local community may support the enforcement of the policy in practice. SCC have not justified why it would be so difficult to enforce - measures can in fact be taken to enforce the policy, including surveys, automatic number plate recognition. The Council could enter into a Travel Plan monitoring agreement with applicants, which would fund the Council to check that the conditions relating to this policy are being followed. The policy and its explanatory can be addressed to explain these points. SH – Agreed TH – Amended.</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>It may be plausible to impose weight restrictions on the two more residential roads in Appendix A, Shobnall Street and Waterloo Street.</p> <p>Previous discussions with the Parish have explored other options than a weight restriction to try to dissuade HCV use such as altering the feel of the road, traffic calming and signage.</p> <p>Therefore, it is suggested that policy T2 (b) and the supporting text is amended to allow for a range of alternative measures to be considered to address movement of commercial vehicles. The plan in Appendix A also needs to reflect that weight restrictions are only applicable to Shobnall Street and Waterloo Street.</p>	<p>This should be pursued by the Parish Council separate to the neighbourhood plan. Appendix J should note this and the PC should commit to following this up with County.</p> <p>SH - Agreed Added to Appendix J</p> <p>Agreed – this was to be discussed with Progress 10 Design, to provide additional detail of measures along Shobnall Road.</p> <p>SH – Agreed although need to agree as discussed above re objective of the proposal from Nigel. Can we push re the STAG objective of at least signage for the HGVs</p> <p>TH - As noted above we've changed the map and amended the policy text, but kept the policy in – against SCC's feedback.</p> <p>SH new – OK perhaps we should review this section completely to ensure we are OK</p> <p>Telecon 8/9/16 – Discussed and agreed.</p> <p>TH new 8/9/16 – Appendix A title needs to be renamed 'Preferred Highways Route'. 15/9/16 – Done.</p> <p>SH new - 7.20 don't like the word significant it should be any movement.</p> <p>TH new 8/9/16 – Okay, will be removed Telecon 8/9/16. Agreed. Replaced 'significant' with 'new'.</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
		<p>SH new - T4 C what wording are you suggesting TH new 9/8/16 – will be added once Progress10 highways input on this issue (other means to discourage HGV movements) has been received.</p> <p>SH new - Appendix A routes around the town hall shouldn't be protected now TH new 8/9/16 – This should be retained as the roads around town hall are largely residential. Would be inconsistent to not protect these from HCV movements. Telecon 8/9/16 – Agreed to retain protection of roads around Town Hall.</p> <p>TH 15/9/16: Finalised additional paragraphs in the explanatory - paras 7.18, 7.19, 7.20, 7.21</p>

6. Policy T3: Parking (NOW POLICY T5)

Resident's questionnaire response: Do you agree with this policy?

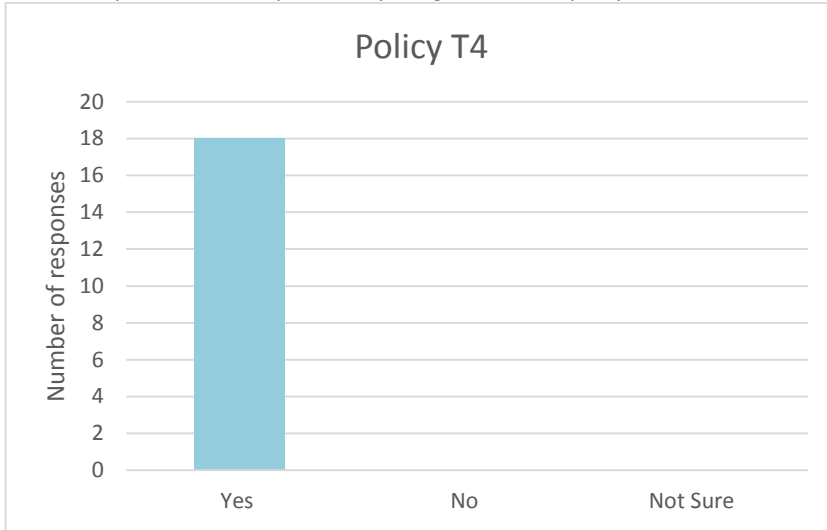


Respondent	Comment	Response / Suggestion to Shobnall PC
East Staffordshire Borough Council	<p>This Policy seems fine – there is sufficient flexibility in para 3 to allow for individual circumstances. Last para is confusing. Suggest: “Applications to convert residential garages to living space [or any other uses?] will be resisted unless it can be demonstrated that the garages or their courtyards do not contribute to keeping parked vehicles off-street in an area where there is currently a problem with on-street parking, and the new development will contain off-street parking in line with the above standards.”</p>	<p>Reword as suggested SH – Agreed TH - Done</p>

Staffordshire County Council	We support the provision of parking standards within the plan. However, in relation to 1-bed units further clarity is required for single unit schemes. As drafted if a single 1-bed dwelling is proposed in order to comply with the policy it needs to provide 1.5 spaces, which is impractical, either one or two spaces should be provided.	Add line about 1x1 bed dwelling Round up to nearest whole number SH - Agreed TH – reworded to “For developments providing 1-bedroom dwellings, 1.5 parking spaces per dwelling will be expected (rounded up to the nearest whole number)”
Costas Serghiou	We are desperate to see more parking spaces.	The plan as drafted requires development to provide an adequate level of car parking. Policy HD4 Development Sites supports development that provides public car parks. SH – Agreed TH – no change required
No name provided	Especially by the Mosque – for funeral and Friday prayers – quickly report by warden.	There don’t appear to be opportunities to provide new car parking in this particular area. SH – Agreed nothing to be done in that area. TH – no change required

7. Policy T4: Sustainable Transport (NOW POLICY T6)

Resident's questionnaire response: Do you agree with this policy?

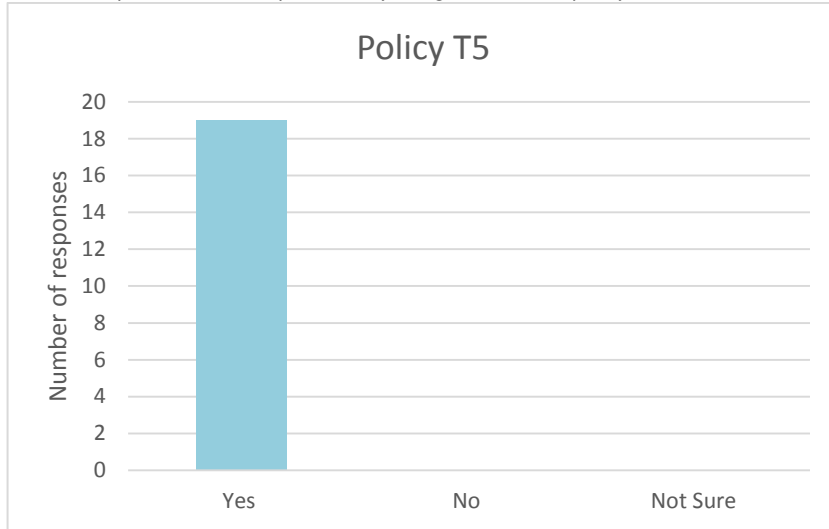


Respondent	Comment	Response / Suggestion to Shobnall PC
Shobnall Parish Council	Adding bus shelters would encourage use of sustainable transport (i.e. Buses)	SH – can we add something here re ask for new developments to include shelters within the development itself? TH – Already covered to an appropriate extent by the policy.
East Staffordshire Borough Council	Cross-refer policy to Appendices B and D, and Policy T5.	Reword to explain connections. SH – Agreed TH – added in cross-references in T4 and T5.
Staffordshire County Council	In paragraph 7.20 the use of the word ‘accessible’ is considered to be confusing in this instance in a transport context. We assume the plan is referring to the importance of public transport as opposed to its ease of use or availability?	Change to ‘importance to people.’ SH – Agreed TH – now says “Public transport is important to people on low incomes”

	<p>In relation to paragraph 7.25 it is felt that this is a little vague and unclear on how it relates to the policy.</p>	<p>Rewording to 'sustainable transport' will make it clear. SH – Agreed TH – now says "Improvements to sustainable transport" instead of "Improvements to sustainable development" SH new MD it makes more sense to me now than it did</p>
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8. Policy T5: Cycling and Pedestrian Routes (NOW POLICY T7)

Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
NP Team	Can we add comment that need to include general signage for cycling across the parish expect in the area of the plan that is related to parish council activities	TH – Added action to Appendix J: <i>“Liaise with Staffs County Highways so that advisory cycle routes are signposted through the Parish; Seek funding and advice from Sustrans”</i>
East Staffordshire Borough Council	Last para could be a little stronger. Instead of “supporting” and “looking favourably on” developments which might coincidentally deliver some of the measures, it would be better to require s.106 payments from developments where a section of the route is directly related to the scheme, and where it is reasonable to require such payments.	The paragraph can be amended to include this as an option. We don’t think the rest of the paragraph needs to be changed. SH Agreed JM - Added line to end of policy – may need

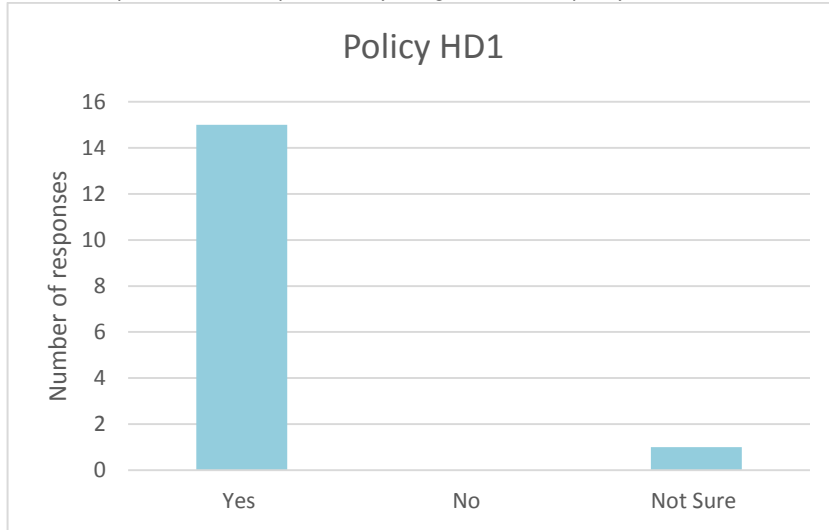
Respondent	Comment	Response / Suggestion to Shobnall PC
		<p>alteration/moving elsewhere TH – Added ‘Where it is reasonable to do so,...’ The word reasonable is in doubt how decides on this</p>
National Forest	The NFC supports Policy T5 regarding cycling and pedestrian links. These proposals will improve access to the countryside and woodlands, surrounding Burton to walkers and cyclists.	<p>No change SH – Agreed</p>
Natural England	Policy T5 on cycling and pedestrian routes includes reference to the major development close by at Lawns Farm and provides an example of a cross border scheme with potential benefits for local parishioners.	<p>No change SH - Agreed</p>
Staffordshire County Council	<p>In relation to the proposed new cycle routes we feel that further work is needed to define the routes to be taken forward. We have assessed the proposed routes and have the following comments.</p> <p>With regard to the proposed new section nearest the A38 at the end of Callister Way, this is already in place although is partially obstructed by earth mounds which will need to be modified. This will be escalated by our community highway teams.</p> <p>The section suggested through the car park of the retail and light industrial areas seems inappropriate due to conflict with vehicles and also there are likely to be difficulties due to land ownership and ‘out of hours’ access.</p> <p>It may be possible to provide a shared use footway/cycleway on the northern side of Shobnall Road linking in with Moor Street via a bridge under the rail line. This would seem a more direct and appropriate route. Further detailed feasibility work would be required if this is to be progressed. Again sections of the suggested route to the south of Shobnall Road are already in place.</p>	<p>Amend map Progress 10 Design (highways specialist) expressed similar concerns. We now agree that there is a better alternative to this route, as described by the rest of the comment, and that this route (B1 on the map) should be removed.</p> <p>SH – can BPUD update the map with these alterations so that we can review and agree. If this is OK then accept idea of removing the original proposal.</p> <p>TH – Amended map</p> <p>Amend map to include this route. SH as above TH – Map amended</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>The provision of further sections of cycle route along the canal towpath would provide greater connectivity although may be expensive to deliver and there are local sections of cycle route already in place including NCN54 which runs on a south west to north east axis through the area.</p>	<p>Including the route in the plan expresses the aspirations of the community. The policy can be amended to acknowledge that feasibility work would need to be undertaken.</p> <p>SH – Agreed TH 15/9/16 – Done</p> <p>Add existing cycle routes to the map.</p> <p>SH – Agreed TH 20/7/16 – Done</p> <p>SH – can we add to require new developments to show how cycling can be achieved through the new development itself including signage. TH – Added this to Policy T2 (was T1), 2nd bullet point</p>
<p>No name provided</p>	<p>Could you join up the Princess St area with the proposed cycle route into town?</p>	<p>The map could be amended to add an additional new route as described, if the PC/steering group think this is appropriate.</p> <p>SH Princess street comes from a completely different part of the town and wouldn't join up until it got to the Town. It is however a very valid point given the degree of parking issues in that area, it would require a completely separate cycle route which doesn't seem practical.</p> <p>Can we add that if one way systems are introduced in the Parish we would want the introduction of a section of the road to be allocated to a cycle path? Also should we add one way system to first items in Appendix J</p> <p>TH – Creation of a one-way system won't be dealt with through planning, so added to Appendix J: "Liaise with Staffs County Highways on the creation of one-way</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
		routes through the Parish; where these are created, ensure that the inclusion of cycle lanes is considered”
Claire Wrathall	New cycling and pedestrian routes would be of benefit to residents.	No change needed. SH - Agreed

9. Policy HD1: Developer Contributions

Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
East Staffordshire Borough Council	<p>Where a development is not considered to have a significant impact, then a developer contribution cannot reasonably be expected from it, for any purpose. Also, s.106 payments can only be required for works directly associated with the scheme, reasonably related in kind to the development – see the 3 tests below:</p> <ul style="list-style-type: none"> - necessary to make the development acceptable in planning terms; - directly related to the development; and - fairly and reasonably related in scale and kind to the development. 	<p>The Council are taking a strict approach to the standard tests required for developer contributions. Unfortunately, it seems likely that this approach to influencing development contribution spending would fall foul of these tests, and we should expect the inspector to be of the same view. For this reason it is probably best to remove the policy and Appendix D.</p> <p>SH – we wanted to focus the 106 money on traffic calming / sustained transport specifically why that is</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>It is unlikely that contributions where a development has a highway impact could be spent on public open spaces.</p>	<p>not acceptable? TH – This is what we have tried to do through the policy and Appendix D, but ESBC are telling us that setting priorities would be against the rules for requiring S106 contributions: demands for S106 contributions must be proportionate to the impact that a development has on each consideration, e.g. highways, green space. We can't demand more or less money from each development to deal with any issue, than is proportionate to its impact on that issue.</p> <p>We need to split the rest of this to a section related to items the parish will champion TH – The policy must be reworked to remove reference to priorities, as we can't impose priorities on the spending of S106 money. We can't say 'one thing is more important than another' – The purpose of S106 agreements are to make a specific development acceptable in planning terms. This means S106 money can only be used to address local planning issues that the specific development has a significant and unacceptable impact on.</p> <p>We now suggest that the policy could simply refer to the community's suggestions for dealing with impacts of developments, i.e. specific suggestions for improvements for highways, green spaces, sport, etc. We've also slightly amended the list at Appendix D to reflect this approach. *TO BE DISCUSSED SH New – (Trish) we do need something because I</p>

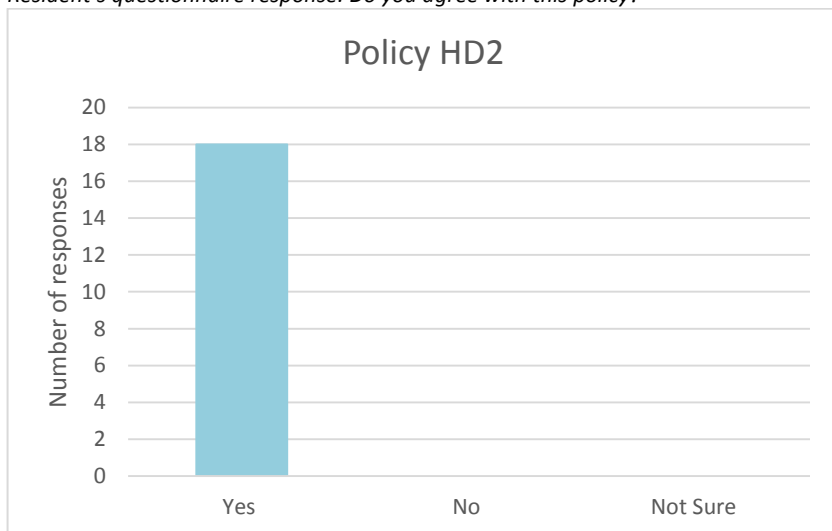
Respondent	Comment	Response / Suggestion to Shobnall PC
		<p>noted at the appeal of Red House Farm Stage 1, because it went through on appeal there was a missed opportunity for the Parish Council to make requests early on but they could point to their Neighbourhood plan for their expectations.</p> <p>TH new 8/9/16 – The mention of community expectations may have been suggesting one of two things: 1) That the community could set out its ideas for local improvements (as suggested above) to be taken into consideration when negotiating with developers – but this would not have the strength determine exactly how S106 should be spent, because that’s not how S106 works. 2) They may have been referring to Community Infrastructure Levy, which is another form of developer contribution which communities can have greater say over – but which ESBC have not adopted.</p> <p>Telecon 8/9/16 - Point made redundant by following decision.</p> <p>SH New MH - privately owned properties should not be improved with S.106 money</p> <p>TH new 8/9/16 – Do you just mean homes or would you include sports and leisure facilities?</p> <p>Telecon 8/9/16 - Point made redundant by following decision.</p> <p>SH New JD – we were going to show a split in appendix for development contributions to split between those for dev contribution versus those to be tackled by the council.</p> <p>Appendix D needs to clearly state where developer</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
		<p>contributions should go i.e. to traffic calming split from parish funded activities. Also this should mention safety and Air pollution re develop contribution. Could mention the correct routes for HCV to follow.</p> <p>TH new 8/9/16 – To be discussed Telecon 8/9/16. Agreed to split Appendix D into 1) List of transport improvements that development contributions can address 2) Improvements that SPC can seek other funds to address, to be added into Appendix J, and to be addressed in policies where relevant.</p> <p>15/9/16 – Implemented proposed changed wording of Policy HD1.</p>
Sport England	<p>In terms of detail Sport England is concerned that HD1 in content focusses on securing planning contributions for highway works, even though sport and recreation is raised as a priority by residents. If new development gives rise to new demand for sports facilities that cannot be absorbed by the existing network how will it be secured and delivered if S106 monies are fully absorbed by highway projects? Shobnall Leisure Centre, one of the sports hubs designated in the Local Plan, is already operating at full capacity with the indoor facilities busy at peak times and outdoor pitches over played. It would struggle to handle any additional demand. Sport England is working with partners to provide a new sports hub, in Tatenhill, to try to reduce the pressure on Shobnall and improve the quality.</p>	<p>See above</p> <p>SH – as above we also want to use of the word increased facilities for sport etc....</p> <p>TH – See above – we suggest reworking the policy so that it’s a list of suggested improvements in each category, including highways, green spaces, and sports facilities.</p> <p>SH New – Trish could we stop Shobnall Leisure Centre being included as part of open space for new developments because it is a commercial venture and operating a full capacity. That way new development would have to provide more green space? Could we get this quoted from Sport England?</p> <p>TH new 8/9/16 – Unclear – to be discussed Telecon 8/9/16 – Agreed to seek a place in the plan to note Sport England’s comments about capacity of Shobnall LC. Added to para 9.2 of Policy CS1.</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
Staffordshire County Council	It is noted that the policy on developer contributions sits in the housing section is it the intention that this policy is only applicable to housing development?	<p>See above</p> <p>SH – don't agree with BPUD here, is this a chance to seek developer contribution from non housing! Do we need to re org our document? Do we need non housing section?</p> <p>TH – Irrespective of the above points, I think it's clear enough that this policy relates to all development, the section is called "Housing and Development", not just Housing. No change needed.</p> <p>SH new the council clearly didn't see it that way, can we not just change the title to say residential, leisure and commercial?</p> <p>TH new 8/9/16 – I really think the issue has arisen because of confusion about the nature of this policy section. It's titled 'Housing and Development' because there are some policies just for housing and some policies for all types of development, so 'Housing and Development' is most accurate. Renaming it to 'residential, leisure and commercial' might give the further misimpression that the policies <i>only</i> apply to these types of development, which is not correct.</p> <p>Telecon 8/9/16 – Agreed to add note to introduction to plan that policies relate to all forms of development.</p> <p>Added point 1.5 to introduction.</p>

10. Policy HD2: Housing Design Quality

Resident's questionnaire response: Do you agree with this policy?

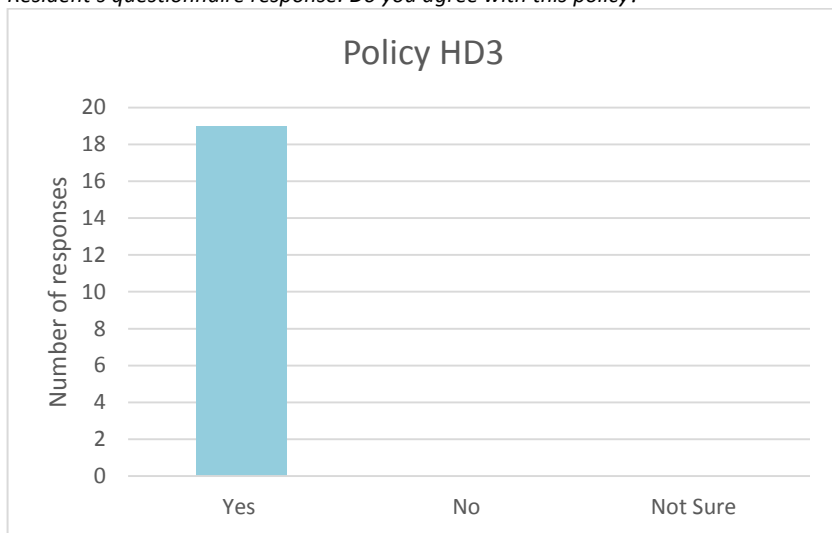


Respondent	Comment	Response / Suggestion to Shobnall PC
NP	General comment more related to general development than housing design. Where do we cover the requirement of the development itself to include acceptable public realm, green spaces, play areas (LEAP, NEAP) etc inside the development	<p>TH – Covered by ESBC Local Plan Strategic Policy 32 and Detailed Policy 1 – we don't need to repeat local policies like this.</p> <p>SH New (Trish) - See note on Shobnall Fields being to full capacity as it is seen as suitable green space suitable for older children for Red House Farm and the rest of the planning in the Parish. Or should this be covered in appendix D. eg LEAP and NEAP etc</p> <p>TH new 8/9/16 – Unclear – to be discussed</p> <p>Telecon 8/9/16 - Added mention of capacity to para 9.2 of Policy CS1.</p>

Environment Agency	We recommend that Sustainable Drainage Systems (SuDS) be included as sustainable design measures in order to manage surface water, reduce flood risk and contribute to green infrastructure.	Covered by Local Plan SP1, SP23 and SP27. SH understood but can't do any harm to include their words specifically given they are advising us to do this TH – Added as fourth bullet point
East Staffordshire Borough Council	This policy does not really add much to the Plan or Local Plan policies. Suggest either delete or expand to include the design features most important to consider in each Character Area?	Agreed – expand by adding these details from the Character Areas study. SH – Agreed TH – On second thoughts these details should just be added to Policy HD5 Character Areas.
M Nusrat	The houses around the area need improving to make the place safe and a nice area.	Add this to Appendix J as an objective for housing and development. SH – OK but can we make the comment more about public realm than repainting houses TH – In Appendix J, added “To achieve improvements to the quality of the public realm, including the appearance of private dwellings” as an objective under Built Environment and Heritage (more relevant than Housing and Development, on 2 nd thought)

11. Policy HD3: Housing Mix

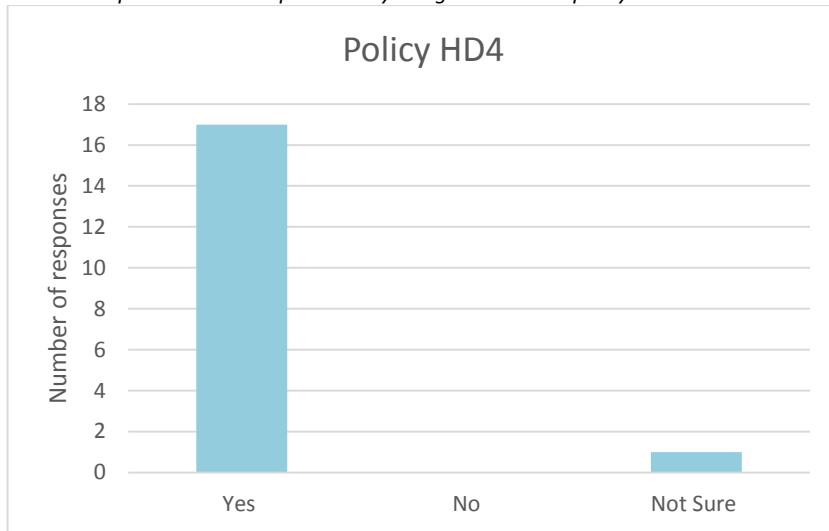
Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
East Staffordshire Borough Council	Where is the evidence to support the need for these types of accommodation? Cross-refer to Housing Choice SPD, too.	These housing needs have been identified from demographic information (as noted in the explanatory) and from the community consultation. We believe this is sufficient evidence given the broad nature of the policies. The policy could be amended with additional figures on population growth and other demographics. The policy wording could be amended to also refer to the Housing Choice SPD and to Local Plan Policy SP16 on housing needs. SH Agreed TH – replaced mention of SP6 with SP16 (this was a

12. Policy HD4: Development Sites

Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
Environment Agency	<p>Seven of the nine redevelopment sites referred to are located wholly or partially within flood zones 3 and 2. Flood risk assessments will be required as part of any proposals for these sites which should consider the flood risk to the site itself as well as elsewhere from both watercourses and surface water.</p> <p>Site 1: Industrial units on Shobnall Road</p>	<p>This is already required by local policy – no change needed to the NDP to support this.</p> <p>Add flood risk map as an appendix.</p> <p>As noted in the general comments section, we agree with this assessment of Site 1 and concede that it should be removed from the final plan.</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>Change of use to residential including possible sheltered/extra care housing. Parts of the site are located in flood zones 3 and 2. The change of use from industrial to residential would increase the flood risk vulnerability.</p> <p>Site 2: Shobnall Sports and Social Club Possible change of use to residential development. Most of the site is in flood zones 3 or 2 and the change of use would increase the flood risk vulnerability.</p> <p>Site 5: Former Day Centre, Byrkley Street Retail, office and limited residential development. The site is located entirely within flood zone 2. Any redevelopment of this site should look to reduce risk by relocating development to parts of the site at lower risk of flooding</p> <p>Site 6: Land between Derby Street and railway line</p>	<p>TH – As noted in General Comments section, we now agree with PC suggestion that this should be proposed for leisure use rather than removed. <i>Wording for Site 1 is now “Redevelopment for leisure and sports uses, including development that enhances the services offered at Shobnall Leisure Complex at the rear of the site, will be considered appropriate.”</i></p> <p>Amend this section to acknowledge that all of these sites are in flood risk zone 2/3 and note that the appropriateness of any proposals will depend on the proposed design and layout, and may need to include measures to avoid flood risk increase. This could be included in the last paragraph with some wording covering all of the sites.</p> <p>SH Agreed – our preference is always green space or leisure anyway so happy it can only be used for residential or business if it has no detrimental impact to flood risk</p> <p>TH – Added line to end of section: <i>“On all sites, the appropriateness of the development types set out above is subject to avoiding or reducing the risk of flooding through appropriate design.”</i></p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>proposed commercial developments.</p> <p>Further information on Source Protection Zones, including maps of the zones, can accessed on our website: https://www.gov.uk/government/publications/groundwater-source-protection-zones. Our ‘Groundwater Protection: Principles and Practice’ (GP3) document https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3) sets out our position on a wide range of activities and developments within Source Protection Zones.</p> <p>Government Policy, as detailed in the National Planning Policy Framework (paragraph 120), states that ‘<i>where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner</i>’. Consequently should a development site currently or formerly have been subject to land-uses which have the potential to have caused contamination of the underlying soils and groundwater then any Planning Application must be supported by a Preliminary Risk Assessment. This should demonstrate that the risks posed to ‘Controlled Waters’ by any contamination are understood by the applicant and can be safely managed. This requirement is applicable to any development on Brownfield land.</p> <p>We draw your attention to adopted <i>Detailed Policy 7: Pollution and Contamination</i> which states that:</p> <p><i>Development proposals will only be granted planning permission where they will not give rise to, or be likely to suffer from, land instability and/or unacceptable levels of pollution in respect of noise or light, or contamination of ground, air or water</i></p>	<p>National and local policy is already sufficient for this – the NDP cannot add anything useful to deal with this matter.</p> <p>National and local policy is already sufficient for this – the NDP cannot add anything useful to deal with this matter. SH – agreed with all the above why not include a line which says any developments has to be meeting</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
		<p>environment agency rules Shall we include the map for the links sent? Or is that likely to move in detail</p> <p>TH - Planning applicants are already required to take responsibility for these issues. The existing planning system is already robust enough on these issues, adding it to the NP would make it more complicated for no benefit.</p> <p>SH New (Trish) but it would be a good aide memoire for future reference and give some protection and weight to adding the extra sports field at Shobnall.</p> <p>TH new 8/9/16 – A line could be added in to Policy GN1. Unsure about sports fields point – to be discussed. Telecon 8/9/16 – Added line to GN1. Sports field point addressed above.</p>
Sport England	<p>HD4 allocates two sites adjacent to/within the Shobnall Sports Hub for development (Site 1 and Site 2). We are particularly concerned about Site 2 which takes out some sports facilities. If this has already been allocated in the Local Plan then this has to be accepted but if this is a new allocation site identified by the NP then Sport England would STRONGLY OBJECT to this being developed for housing.</p>	<p>Allocation is for retention/improvement of sports and leisure along with some housing. No change. SH – We also want this to be a leisure only! Has this already been allocated on the local plan? If not agree with Sports England here. How can it be in the local plan based on the comments of the council above re flood zones? TH – The site isn't allocated in Local Plan. The suggested redevelopment will keep the site mainly as leisure, seeking to retain and improve the existing provision. Housing will only be supported by the policy where it is required to subsidise leisure improvements, which is feasible given that the site is privately owned.</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
		<p>Reworded this element of the description to “Limited residential development may be supported if it can be demonstrated it is required to fund improvements to the leisure elements” to make this clear.</p>
<p>East Staffordshire Borough Council</p>	<p>Plan will need an SEA or SA if sites allocated.</p> <p>Have all the landowners been consulted?</p> <p>It should be made clear whether the Policy is promoting the comprehensive re-development of the site, or whether the Policy is meant as a guide to the development of parts of the site, should they come forward for re-development. We would prefer the latter approach. Many of the sites are made up of a variety of uses in a variety of ownerships, with businesses currently operating from them. There needs to be a high level commitment from the Council to regenerating these areas, properly discussed with all with property interests, and including resources to finding alternative premises for displaced businesses, providing compensation where appropriate, and a willingness to use compulsory purchase as a last resort, before allocating these sites in a Plan for comprehensive re-development. The Council does not have these intentions, and also recognises that the low cost of some of these premises are essential for the viability of some of the trades that occupy them.</p> <p>Site 4 – “Shobnall Skip Hire”?</p>	<p>Sustainability Appraisal has been undertaken to arrive at the suggested development proposals.</p> <p>SH – don’t know what that is?</p> <p>TH – no change required</p> <p>Landowners have been informed about development of plan and had opportunity to comment on draft plan.</p> <p>SH Agreed</p> <p>TH – no change required</p> <p>The latter. Amend policy wording to make clear this is aspirational.</p> <p>SH Agreed</p> <p>TH – reworded to “<i>In the interests of achieving the plan objectives, the following redevelopment aspirations have been identified for the sites below (shown at Appendix C), should they come forward for redevelopment in whole or in part during the lifetime of the plan. Proposals that deliver elements of the development set out will be supported by the plan, subject to the requirements set out following the list of sites, and subject to all other development plan policies.</i></p> <p>TH - fixed</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>Site 6 - Is ESBC moving its vehicle depot to another site? The Lidl is a fairly new development. Have you been made aware of any landowner's plan regarding the Global Brands warehouse? Is there anything for which planning direction is required?</p> <p>Site 7- see comments above on multi-ownership.</p> <p>Site 9 - Given the sensitive situation regarding Briggs at the moment, as they consider options for where the company should be located in the future, it might be better to delete this site as a proposals site – putting forward other land use possibilities might be interpreted as the Parish/ESBC being in support of them moving from this site. Since the search for an alternative suitable site in the Burton area has not so far been successful, this is tantamount to supporting their total departure from the area – which we would certainly not be in favour of. In order to avoid unnecessary distress to employees who might pick up the proposed allocation in the draft Plan, and come to the understandable, but wrong, conclusion that a decision had already been made regarding the company's future, of which they had not been made aware, please delete this site from Policy HD4 and Appendix C.</p>	<p>Retain the inclusion of the Lidl site – as with all sites, the proposed uses are only given to guide new development <u>if</u> the sites come forward for redevelopment, to ensure that opportunities to achieve the community's objectives are not missed.</p> <p>The policy can be reworded to make it clearer that these are aspirational ideas, and if the sites become available policies will support the suggested types of development.</p> <p>SH Agreed TH – Amended as noted above.</p> <p>This is up to the Parish Council/Steering Group. We would suggest that the policy could be reworded to make sure that its implication is unambiguous – that the policy will only have any influence <u>if</u> the business closes and the site comes forward for redevelopment. It may also be wise to approach Briggs directly to explain this clearer that the policy is <u>not</u> an expression of intent by the PC/ESBC.</p> <p>We understand the politics of this situation but feel failing to anticipate future opportunities for redevelopment (for political reasons) would not be good planning.</p> <p>SH – we don't feel too strongly on this and happy to have it removed if it helps placates the council and aids getting support on other issues which are more critical. Remove the site. TH – Removed from list. TH 19/9/16 – Emailed Brigg's agents to confirm removed.</p>

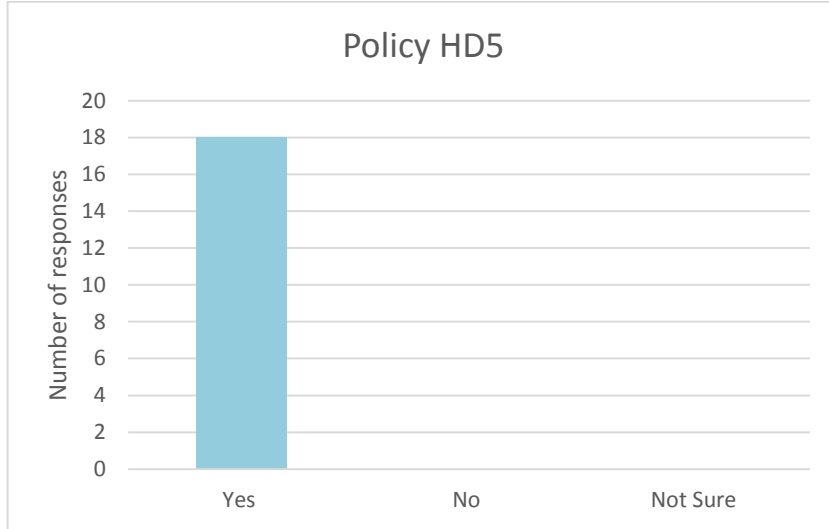
Respondent	Comment	Response / Suggestion to Shobnall PC
Staffordshire County Council	<p>It is noted that three of the proposed sites for development listed in Policy HD4 are owned by Staffordshire County Council. It is understood that no discussions have taken place with the County previously on the availability of these sites or any plans that may be in place.</p> <p>In relation to site 4 this includes the highways depot and Household Waste Recycling Centre (HWRC) there are no immediate plans to move the Burton HWRC from its current location although we are aware that there have been past discussions about the site being a gateway into the town. It would therefore assist us to have further discussion with the Parish Council to obtain a better understanding of the vision for the site and the waste management needs of Burton-upon-Trent.</p> <p>In relation to sites 3 and 5 these are likely to be redeveloped/re-used and we have no overriding concerns with the proposals set out in the plan. Although it is suggested that other community uses could be incorporated into the plan to reflect the current land use classification.</p>	<p>Correct TH – No change required</p> <p>Understood TH – No change required</p> <p>Recommend to parish council that a meeting/correspondence is held to clarify. SH Agreed. TH – No change required to the plan.</p> <p>Should we also expand in the NP re our intention to expand green space and leisure / tourism through extension to the marina? Reword 3 & 5 as suggested SH Agreed. Site 3 we were keen on a medical centre. TH – Site 3 already mentions medical services, now amended to “Development which provides new medical services or community uses will also be considered appropriate.” Added community uses to Site 5</p>
Ashtenne Industrial Fund, owner of Imex Business Centre (represented by McGough Planning Consultants)	<p>Policy HD4 ... seeks to allocate the site for “mixed-use development including offices and where appropriate light industrial premises” – which may include redevelopment or refurbishment options. In the setting of their experience of the market for light industrial and office accommodation on the estate, AIF is concerned by a policy that would seek to restrict the estate to such uses. Policy HD4: site 7 clearly mentions mixed use development; uses other than light industrial and office. AIF</p>	<p>We understand their concerns and agree that the policy can be changed. The description for the site can be amended to specifically include a residential element to the suggested mixed use of the site. We still think this would be an appropriate proposed use of the site.</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>would normally take some comfort from this since it appears to offer the possibility that other unspecified uses would be acceptable. Unspecified, but it is possible that the list of acceptable uses could include residential use.</p> <p>In contrast, the list of acceptable uses specified within the policy for neighbouring sites 6, 9 and 5 expressly mention residential use, along with a range of other commercially related uses (e.g. office, retail and leisure). This would appear to show that the policy as it relates to site 7 is intended not to allow for residential use. If this was the case, AIF would object to the draft allocation; the policy would not be considered “sound” in the context of the NPPF local plan making guidance (most notably paragraph 182) and the guidance offered in paragraph 22, which directs “planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose”.</p> <p>However, if our understanding of policy HD4 for site 7 is incorrect (i.e. it was not intended to exclude residential use) our client asks that the policy is amended to clarify that residential use could be among the of acceptable uses (with the same constraints as the policy for sites 6, 9 and 5). AIF would welcome further opportunities to have greater role in the development of policy affecting the Imex Business Centre. Our client considers their knowledge and experience of the local economy is a resource that could really help in the development of a robust and sound Neighbourhood Plan.</p>	<p>If the PC/Steering Group agree to this we will contact AIF’s representatives to explain this.</p> <p>SH – agreed Although council are likely to say it’s in a flood zone anyway☺ Its brown site and converting to houses is OK for us.</p> <p>Basically if its green now we don’t want to lose it If its brown now fab if it can become green, if not leisure but if we can’t have that mixed use seems ok</p> <p>TH – Added residential into list for site 7. Drafted reply to agent, to send once amendments agreed with SPC.</p> <p>TH 19/9/16 – Emailed AIF’s agents to confirm change.</p>
<p>JD Consultancy Ltd on behalf of Briggs</p>	<p>Site 9 – They (<i>Briggs</i>) are at the stage where they either buy the property from the owner or relocate. I think it is important that there site in Derby Street is listed in your plan as ‘factory and premises’. Briggs would like to stay in Burton upon Trent but might have no other option than to move out of your area, which would be detrimental for the local economy.</p>	<p>SH As above remove site 9 from the plan TH – Done TH 19/9/16 – Emailed Brigg’s agents to confirm removed.</p>
<p>Javed Muhammad</p>	<p>None of the new housing developments have a main road for public transport – all should have a main road.</p>	<p>The Highway Design section of Policy T1 addresses road design in new major development. Policy T4 supports</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
		<p>improvements to public transport services. SH Agreed. We don't want rat run though, think we included something on that already? TH – Policy for Highway Design policy addresses this.</p>

13. Policy HD5: Character Areas

Resident's questionnaire response: Do you agree with this policy?

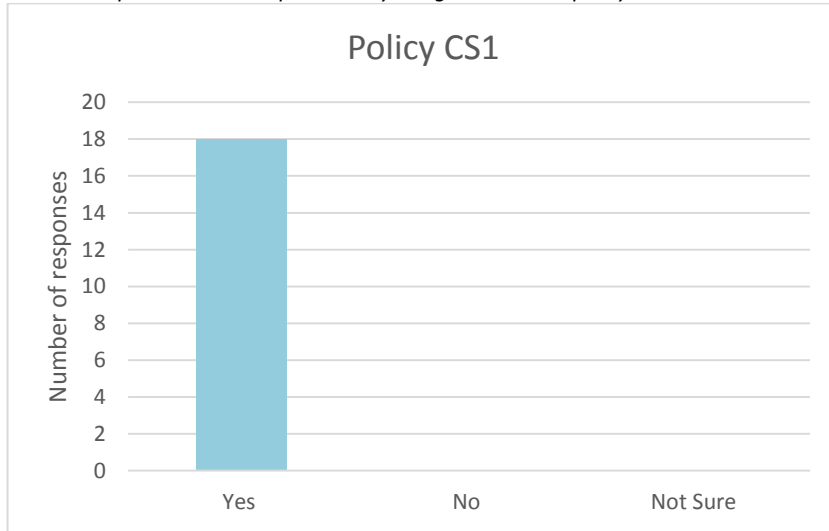


Respondent	Comment	Response / Suggestion to Shobnall PC
East Staffordshire Borough Council	“the positive design aspects of these character areas” - it isn’t clear from the character area study in Appendix E what these are. They’re buried in the text, but pulling them out into a list, either at the end of each section of the Study, or here in Policy HD5, would be helpful.	<p>Incorporate these descriptive elements for each area directly into the policy.</p> <p>SH Agreed TH – Done</p> <p>SH new 8/9/16 - Rural Edge West – states traffic levels are low. Reservoir road will now be higher due to Red House developments. State Shobnall Road will be worse following development.</p> <p>TH new 8/9/16 – The report is about the built character of the area as it is at present, it wouldn’t really be</p>

		<p>appropriate or useful relevant to the purpose of the character of the report to mention these points. Telecon 8/9/16 – Agreed to alter these mentions of traffic in the character study.</p> <p>SH new - Change the use of Bridge Water Canal to Trent and Mersey Canal TH new 8/9/16 – This is in Appendix E, will arrange for this to be corrected. TH 16/9/16 Emailed Simon Crawshaw to request these amends.</p>
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14. Policy CS1: Sports, Leisure and Community Facilities

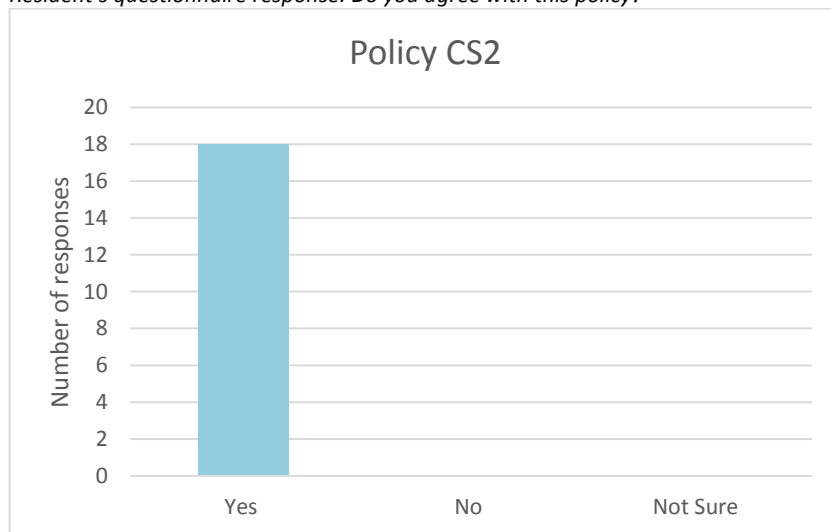
Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
Sport England	CS1 excludes any enhancement to the sports hub within the NP area? Pitch improvements will be needed along with better/more car parking? The site and the improvements identified in the adopted Outdoor Sport Investment and Delivery Plan 2015 should be included in this policy (along with other recommendations that fall within the NP boundary) (<i>see attached map</i>)	Alter to include improvement of existing facilities "including the improvements identified in The Outdoor Sport Investments and Delivery Plan 2015." SH Agreed TH – Reworked second paragraph of policy to include this.

15. Policy CS2: Medical Facilities

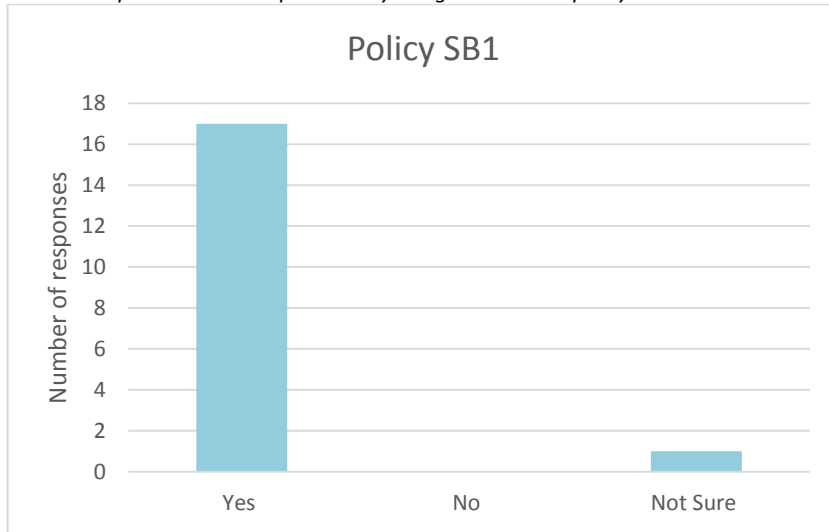
Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
East Staffordshire Borough Council	CS2 could possibly be incorporated into CS1 and renamed 'Local community facilities'.	No change. SH Agreed can't see this would add any value TH – No change needed.
Patricia Bott	Medical facilities would be an asset to the area providing that sufficient and adequate parking facilities are included in any such development. It is necessary to avoid further congestion in the area especially Shobnall Street/Waverley Lane which already has parking and traffic uses on a main road that ambulances use on a daily basis getting to and from the hospital.	Policy T3 requires all new development, including medical facilities to provide adequate parking. SH Agreed TH – No change needed.

16. Policy SB1: Shopfront Design Quality

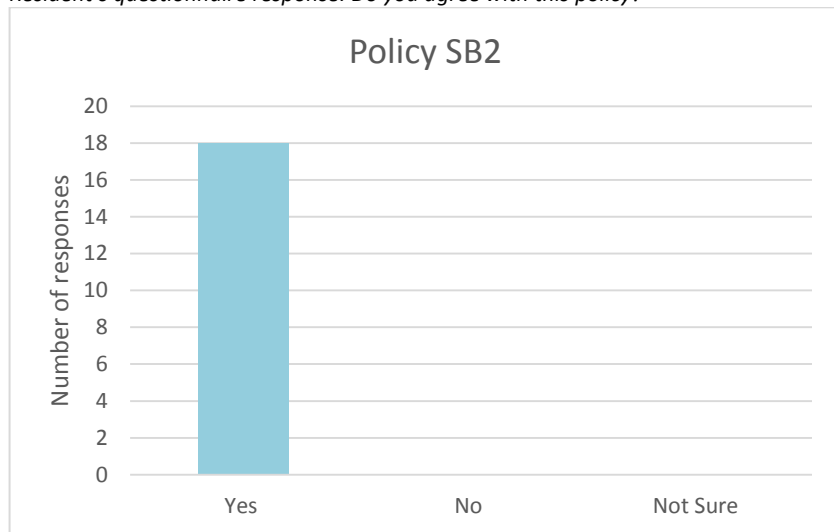
Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
M Nusrat	Waterloo Street needs improving especially the shops and buildings are like what they are like in Derby Street and Wellington Road.	No change. SH Agreed TH – No change needed.

17. Policy SB2: Empty Commercial Premises

Resident's questionnaire response: Do you agree with this policy?

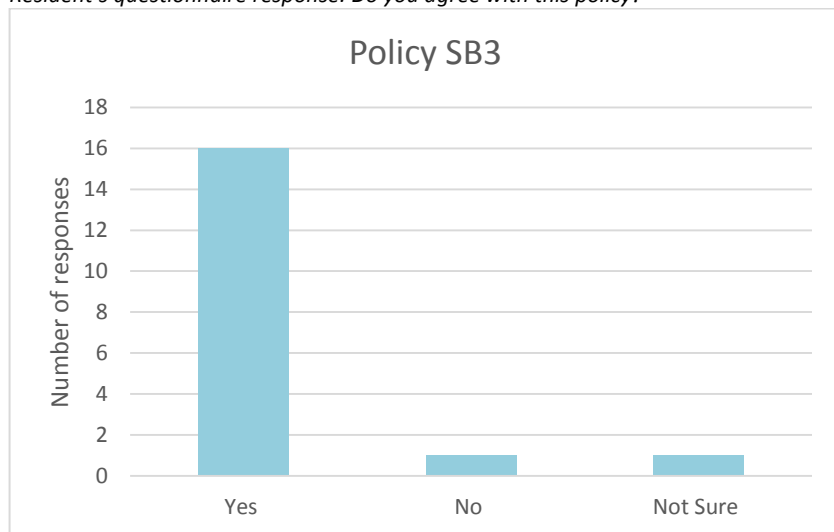


Respondent	Comment	Response / Suggestion to Shobnall PC
East Staffordshire Borough Council	<p>The policy is muddled and, comparing it with para 10.6, doesn't say what we think it is trying to say. Suggest:</p> <p>"Proposals will be supported for [innovative] short-term uses of commercial premises that have been empty for a long period of time, and where there is no immediate prospect of occupation.</p> <p>"If the new use requires permission for a change of use, this will normally be granted for a temporary period of up to 6 months to allow assessment of: the effect on the occupiers of surrounding premises; the effect on local</p>	<p>Amend as suggested by ESBC.</p> <p>SH Agreed</p> <p>TH – Changed as suggested</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>highways; and whether or not there has been a change in the likelihood of a commercial use occupying the premises.”</p>	
<p>Costa Serghiou</p>	<p>Less retail business (eating and drinking), we want to see outlets that closing multiple times to turn into housing development. That is what we need most and is less hassle for the parish council.</p>	<p>Understood to propose that retail units that are frequently unoccupied should be converted to residential use. This can already be done under permitted development rights (i.e. not requiring planning permission), so no policy is required to encourage it to happen.</p> <p>SH surprised at not needing planning permission. We don't object to changing to residential but would have to meet the required parking % as a new property.</p> <p>TH – This was brought into national planning system relatively recently and was quite controversial!</p> <p>Neighbourhood plan policies can't influence permitted development.</p>

18. Policy SB3: Business Development Areas

Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
East Staffordshire Borough Council	How would this Policy help to counter any applications for “non-conforming” uses in these areas? Local Plan Policy SP13 sets out the circumstances in which a non- B Class use would be permitted in existing employment areas. Is Shobnall’s position the same?	Reword policy to exclude non-B Class uses (i.e. employment use) expect in the circumstances noted in Local Plan policy SP13, where: <i>“The land is no longer required to meet economic development needs; The current activity is causing, or could cause, significant harm to the character of the area or the amenities of residents; the new use is an employment generator which could make a positive contribution to the local economy; and it would not prevent, or have a significantly detrimental impact on, the continued</i>

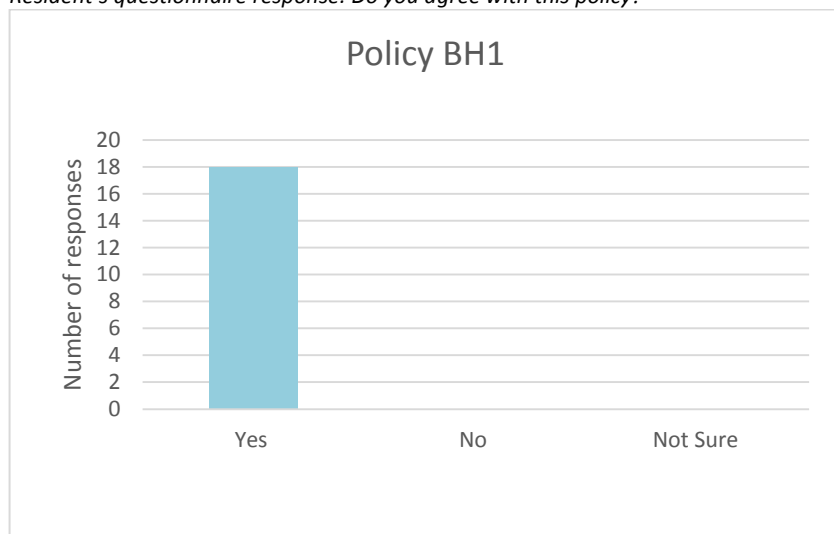
Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>Shobnall's Industrial Area - what types of industry are regarded as "innovative"?</p>	<p><i>primary use of the employment site as a whole for employment use; They are appropriate, compatible waste management uses."</i></p> <p>Our policy for existing business areas must comply with ESBC's policy for existing areas of employment land.</p> <p>SH the way you have worded the response above is quite confusing – exclude non-B class. We don't object to SP13 so whatever is the easiest way of including that is OK with us</p> <p>TH – Added in "Development of non-employment uses on existing employment sites within these areas will not be permitted except in the circumstances set out in ESBC Local Plan Strategic Policy 13." In effect this simply endorses the Local Plan policy.</p> <p>This could be defined as IT, communications and pharmaceutical industries?</p> <p>SH they are right really the word innovative doesn't mean much. Perhaps better to say with good employment capabilities who are environmentally friendly (less travel to work, no HGVs) IT and Comms seems good examples, service industries.</p> <p>TH – Changed to "Premises for advanced industries, including IT, communications, research and pharmaceutical businesses, will in particular be supported." - I think this would support the aim of less pollution and not encouraging HGVs.</p> <p>SH new MD not sure about pharmaceutical personally TH – To be discussed. These are generic 'high tech'</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
<p>Goodman, owners of Phase 2 of Centrum West Logistics Park</p>	<p>Policy SB3 provides that the NP will support the development of premises, facilities and infrastructure that promote particular type of economic activity in different areas of Shobnall, including at ‘Shobnall’s Industrial Area’, which is defined at draft policy SB3 as the “...portion of the Plan area to the south of Shobnall Road and east of the A38” and is identified as the light blue area on the plan provided at ‘Appendix H’.</p> <p>While Goodman fully support the approach taken in policy SB3 to “...support the continued development of industrial premises” in the Shobnall Industrial Area, Goodman urge that the plan at Appendix H is amended so that the light blue ‘Industrial and Business’ area include the Phase 2 Burton Centrum West site.</p> <p>As identified above, the Phase 2 Burton Centrum West site has been the subject of a number of planning permission for warehouse and industrial development. Further, it will also imminently be the subject of two new planning applications for warehouse development, the first of which is for a warehouse unit that would be occupied by Palletforce, who needs to expand its operations at Centrum West due to the continued success and growth of its business.</p> <p>This inclusion of this area of land would also reflect the conclusion of ESBC’s Employment Land Review (‘ELR’) (dated August 2013, which highlights the way in which the further development land at Centrum 100 (i.e. the Phase 2 Burton Centrum West) contributes toward meeting the Borough’s identified employment land requirements (para 7.22).</p>	<p>industries, listed to explain the policy. Telecon 8/9/16 – Agreed to remove. Concern is about HGV movements arising from this type of business.</p> <p>Agreed, this is reasonable to support the objective of economic growth. SH Agreed TH – Amended the map at Appendix H. TH 19/9/16 – Emailed Goodman’s agents to confirm this change. Also amended the map key for this area from “Industrial and Business” to “Industrial and Offices” as “Business” is too broad to be useful.</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>To this extent, it is clear that the Phase 2 Burton Centrum West land comprises an important part of the wider warehouse and industrial land resource of Burton. Goodman consider that it is therefore important that this is recognised in the NP, and accordingly request that the light blue area on the map at Appendix H is extended to cover this land.</p> <p>Notwithstanding the above, Goodman welcomes the confirmation in the support text to this policy that: “The plan seeks to support the continued economic development of Shobnall, and seeks to support greater economic development to support the plan objectives.” (para 10.9) “The plan recognises the particular characteristics of several distinct employment area, and seeks to support the most appropriate kind of economic development in these area in response to these characters and the objectives of the plan, to reinforce the success of these business area.” (para 10.10) Seeking to support greater economic development and reinforcing the success of business areas would ensure that the NP accords with Strategic Objective SO7 of the ESBC Local Plan, which advises that the Council will foster the employment base of Burton upon Trent to support higher growth and higher quality jobs. It would also ensure the NP accords with Section 1 of the NPPF, which aims to build a strong, competitive economy, and with the relevant economic ‘core planning principles’ of the NPPF, which provide that the principle in plan making should be to “Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.”</p>	

19. Policy BH1: Protecting Shobnall’s Heritage Environment

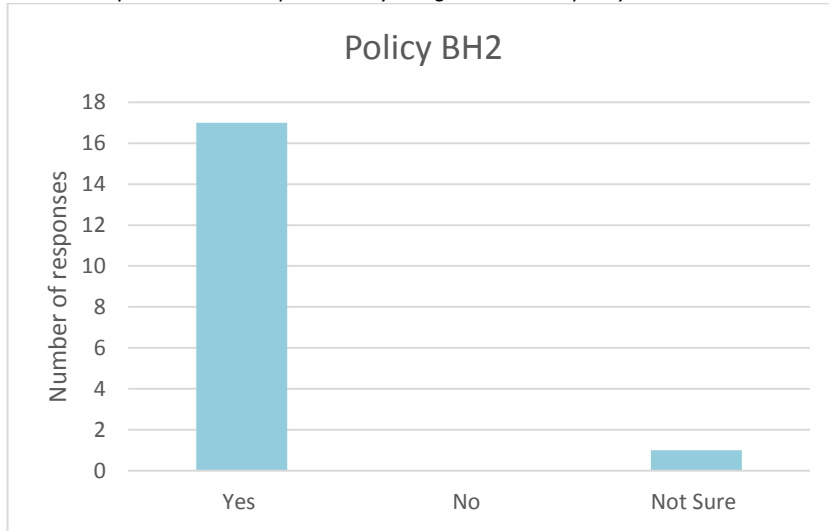
Resident’s questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
East Staffordshire Borough Council	Last sentence: “refused” not “resisted”.	Amend as suggested. SH agreed TH – Done.

Policy BH2: Sustaining Shobnall's Heritage Environment

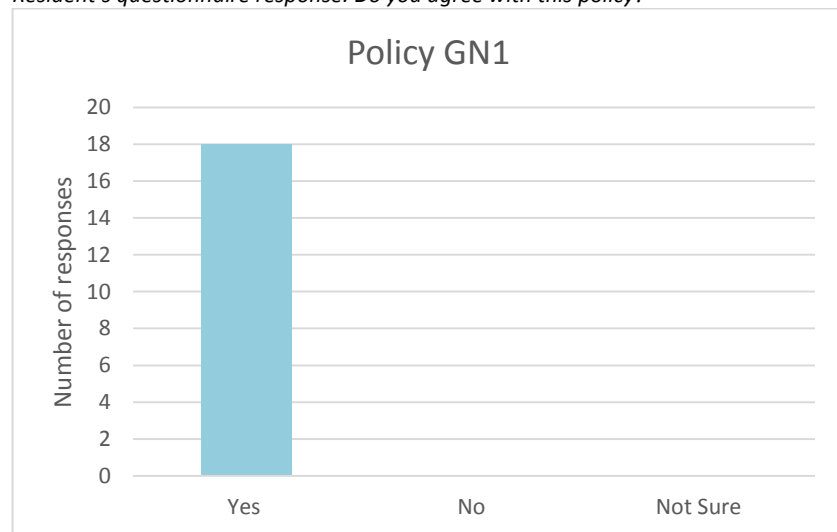
Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
No comments received.		

20. Policy GN1: Local Green Spaces and the Natural Environment

Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
Environment Agency	<p>It should be noted and recognised in appendix G that Oak Woods is designated as a Local Wildlife Site.</p> <p>It is not clear in Policy GN1 the rationale of how new development protecting and enhancing local green spaces will generally be supported. Is this intended to be through developer contributions of new developments being allocated to green space management?</p>	<p>Amend as suggested. SH Agreed TH - Appendix G amended</p> <p>Generally the purpose of the policy is that new development should not harm these local green spaces. If development is to be undertaken near or on part of these green spaces, it will be up to applicants to demonstrate that they are protecting and enhancing the spaces.</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
		<p>SH we don't want any development in the green spaces and would not support such an application</p> <p>TH – Amended to “Development that protects and enhances these local green spaces (for instance by improving access, community facilities, or habitat improvements) will generally be supported.”</p> <p>Can we included a minimum distance from the greenspace for new development</p> <p>TH - The same minimum distance might not be appropriate for all greenspaces, and may be unreasonably restrictive to development on some sites. Added general guidance “Development on land adjoining these green spaces should not avoid harming their human or ecological value, for instance by causing excessive overshadowing, noise and disruption, or pollution.”</p> <p>SH New (Trish) on the appeal for Red House Farm stage 1 the Parish Council wanted a slightly wider barrier between housing and the new development for a small stretch only; they did not get it, because they were not specific enough in their neighbourhood plan, hence why we asking for something more specific. We may not use it but it allows for the option in case, in limited cases, we might need a wider barrier to add extra protection.</p> <p>TH new 8/9/16 – It may be appropriate to require a barrier/planting buffer for big development schemes. We included this in the Outwoods NP for housing developments over 100 houses, but didn't include a mandatory minimum distance as the appropriate and</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>The policy also states new development should support the objectives, policies and strategies of the New Forest. Is this meant to read the National Forest?</p> <p>In light of the above comments, you should give due consideration to adopted Strategic Policy 27: Climate Change, Water Body Management and Flooding which has local requirements for the management of the water environment, including flood risk, pollution prevention and water-based ecology which should be reflected within this plan where appropriate.</p>	<p>reasonable distance will vary from one site to another. Telecon 8/9/16 – Agreed to add this point to Policy GN1.</p> <p>Not sure why the funding of this is an issue re his comment do we have to include that? TH – Funding not an issue for this policy.</p> <p>Yes – amend. SH Agreed TH – Done</p> <p>Doesn't appear directly relevant to policy – no change suggested. Flood risk is addressed elsewhere in the NDP. TH – No change.</p>
National Forest	Policy GN1 is also supported concerning Local Green Spaces. Reference is made within this Policy to the new forest. Should this reference be to The National Forest instead?	Yes, amend SH Agreed TH – Done
Natural England	We note the green and open space audit presented at appendix G. This includes reference to the Kingfisher Trail Local Nature Reserve. Section 3.18 of the draft plan needs amending to reflect the existence of this canalside LNR.	Yes, amend SH Agreed TH – Done
Sport England	Appendix D; (<i>assumed to mean Appendix G map of open spaces - BPUD</i>) the yellow highlighted land at Shobnall Leisure Centre fails to include all the outdoor sports facilities such as Artificial Grass Pitches and the athletics track – the whole site should be protected as a leisure/sports resource, not just certain elements of it.	Yes, amend. SH Agreed TH – Amended map
East Staffordshire Borough Council	The LGS table is complicated and we recommend it is simplified. To designate an LGS all three criteria in NPPF para 77 must be met. To make	Agreed. This can be changed to two categories – areas that definitely qualify as LGS and other areas that don't

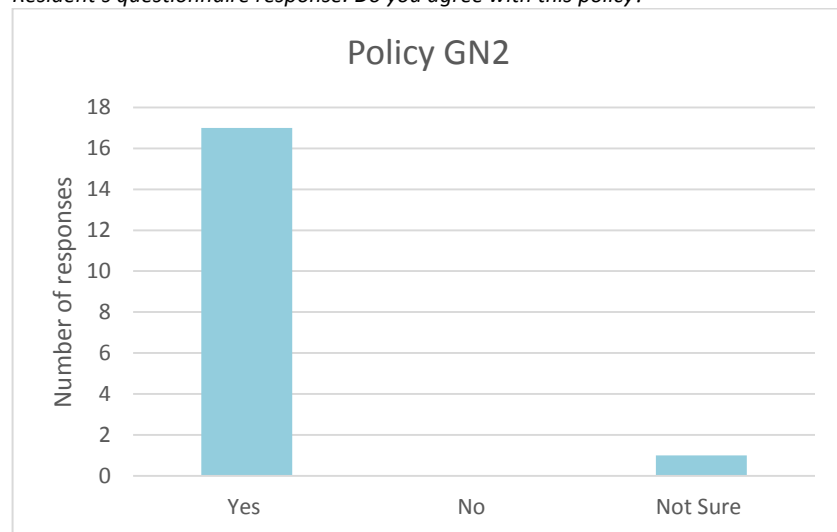
Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>the table clearer all sites that meet all three criteria should be given 'three stars' and therefore be put forward for LGS designation. At present with all sites scoring two and three stars being put forward as potential LGSs it reads like there are two levels.</p> <p>It might also be prudent to put a short description of each site in the plan to explain why the community feel the site should be protected.</p> <p>Have the owners of the sites been contacted? Many are owned by the parish or ESBC but some are privately owned.</p>	<p>pass the tests for LGS but are still important to the local community.</p> <p>SH this is quite worrying there are 10 sites with 2*s one of them is Shobnall fields (although listed twice) how can that not be a green space? Surely sports England would object to that? Are some of these sites not categorised correctly. Same goes for Robirch. Will this not negate a number of other comments who have responded based on the fact we have said they are green spaces</p> <p>TH – In our scoring scheme, all of the 2* and 3* sites qualify as Local Green Spaces (in our opinion) as they meet the three criteria. If the site matched only one part of criteria 2, it scores 2*. If it scored two or more parts of criteria 2, it scores 3*.</p> <p>The reworked table now proposes that all the 2* and 3* sites should be considered to be designated as Local Green Spaces. The sites that score 1* will be noted as being important to the local community.</p> <p>Ok, prepare brief notes.</p> <p>SH Agreed.</p> <p>TH – Add notes as part of review of Green Spaces table and map.</p> <p>TH – I've also amended the map and the assessment table so that it's clearer that Site 17: Sinai Entrance is the open space next to the driveway up to Sinai House</p> <p>Owners have not been contacted, this is not thought to be required for the purposes of proposing LGS areas.</p> <p>SH if you're sure we don't have to do that then OK. It</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>Check on the exact boundary of Green I as the site ‘Branston Locks’ is very close.</p> <p>When printed the same-colour letters on the yellow and green sites do not show up.</p>	<p>does seem a reasonable point though that private owners should be contacted TH – No disagreement if Parish Council want to do this.</p> <p>The boundary of the site is taken from the Ordnance Survey map. SH worth just checking the Branston Locks development v Green I TH - No changed needed – spaces can be designated as LGS despite planning status</p> <p>The map can be reworked with one sequence of numbers for all sites, without colour coding. SH Agreed TH – Map amended</p>
<p>Goodman, owners of Phase 2 of Centrum West Logistics Park</p>	<p>The plan at Appendix G ‘Open Spaces in Shobnall’ has identified the Phase 2 Site as ‘Green Space’ area ‘K’, which has subsequently been assessed in the table at Appendix G titled ‘Assessment of Open Spaces in Shobnall against the Criteria for Protection as a Local Green Space’.</p> <p>It is noted that area ‘K’ scored positively under the Criteria 2 ‘Special Character’ categories of ‘Beauty’ and ‘Rich in Wildlife’, as well as under Criteria 3 ‘Not an extensive tract of land’. However, it is noted that the table concludes that area ‘K’ does not fulfil the Local Green Space Criteria as the Site did not score against the ‘Reasonable Distance’ criteria.</p> <p>Goodman endorse the overall conclusion of the assessment that area ‘K’ does not qualify as Local Green Space. Further, Goodman would add that the area ‘K’ is clearly not a Local Green Space given: The Phase 2 land at Burton Centrum West is recognised in the ELR as</p>	<p>Agreed – the plan does not propose the site as a LGS. No change required. The policy is flexible enough so offer support for development proposals that protect the value of non-designated open spaces such as site K.</p>

Respondent	Comment	Response / Suggestion to Shobnall PC
	<p>contributing towards meeting the identified requirement for land for distribution development over the ESBC Plan period;</p> <p>The precedent for warehouse and industrial development at the Site has been established under several previous planning permissions, with two planning applications for new warehouse development imminently due to be submitted to ESBC; and</p> <p>The majority of the site being of limited ecological interest given the site's maintenance regime. Further, the site is imminently due to be prepared for development under planning permission ref. P/2015/00891, which entails engineering operations comprising diversion and relocation of the existing watercourse and associated site levelling works.</p>	<p>SH agreed but we can't even see K on the Appendix G anyway. Where is it?</p> <p>TH – K is at the south-west corner of the parish, part of Centrum 100. Now renamed site 25.</p> <p>The amended map and table now makes it clearer that the site isn't allocated as LGS.</p>
Gourlay	Like green spaces	No response proposed.
No name provided	Need more green spaces in Princess St area and surrounding Streets.	<p>This is a key issue which the plan could address more effectively. Policy HD4 could be amended so that the inclusion of green spaces will be encouraged on the sites on the east side of the parish (sites 5,6,7,9)</p> <p>TH – Added “<i>Development that delivers new public green spaces towards the eastern side of the plan area (where there is a distinctive lack of such spaces) will be particularly supported, including at Sites 5, 6, 7, and 8</i>” to HD4.</p>

21. Policy GN2: Allotments

Resident's questionnaire response: Do you agree with this policy?

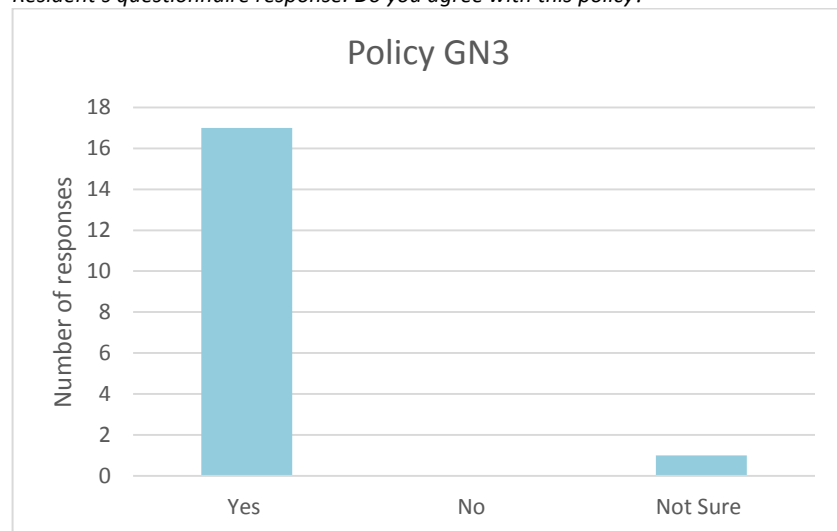


Respondent	Comment	Response / Suggestion to Shobnall PC
East Staffordshire Borough Council	Does this policy want to rely on the amount of allotments per dwelling to be calculated from the ESBC Open Space SPD?	Agreed, this seems to be a useful benchmark. - 3.71m2 per dwelling in the Parish. Amend the policy so that new housing developments will be expected to deliver this amount of allotment space, with reference to the SPD. SH Agreed. Can we do anything for the amount we should already have for existing dwellings? TH – The first part of the policy is meant to address the current undersupply for existing residents. Added “Residential developments that provide (either on-site or through developer contributions) a minimum of 3.71m2 of

		<p><i>allotment space per new dwelling will be supported (per guidelines in ESBC's Open Space SPD), subject to compliance with other policies."</i></p> <p>Could this be used to provide a boundary to greenspaces?</p> <p>TH – Need to discuss – not clear what this means.</p> <p>TH new 8/9/16 – Does this refer to the point made about minimum distances between new development and greenspaces made in GN1?</p> <p>Telecon 8/9/16 – addressed above in GN1.</p>
<p>Patricia Bott</p>	<p>Allotments would be a welcome addition to the area, allowing people to grow their own produce rather than relying on shop brought goods.</p>	<p>No response required.</p> <p>SH Agreed</p>

22. Policy GN3: Open Space in New Development

Resident's questionnaire response: Do you agree with this policy?



Respondent	Comment	Response / Suggestion to Shobnall PC
National Forest	Could support new developments incorporating National Forest planting as expected by Local Plan Strategic Policy 26.	<p>Add a line to the first paragraph, that proposals that actively support the objectives of the National Forest will be supported.</p> <p>SH Agreed also see previous comments</p> <p>TH – reworded to:</p> <p>“New residential developments which:</p> <ul style="list-style-type: none"> - Provide appropriate public, private and shared amenity space; - Can be demonstrated to support relevant objectives of the National Forest

Respondent	Comment	Response / Suggestion to Shobnall PC
		<p>Will be supported by the plan, subject to compliance with other relevant policies of the development plan.”</p>
Sport England	<p>GN3 needs to reflect the recommendations included in the attached Plan as this has forecast demand arising.</p> <p>Are there secondary schools in the NP area that could offer better access to indoor and outdoor sports facilities that could be secured via community use agreements/investment into improving/enlarging school facilities that might help meet local demand? If so, perhaps this policy could be amended, in line with Local Plan policy, to encourage community access and seek investment into community facilities on schools where access can be secured.</p>	<p>Not clear what aspect of the East Staffs Outdoor Sport Delivery and Investment Plan is being referred to. The policy intended to be quite broad in its intentions, so reflecting specific recommendations wouldn’t be appropriate to the policy approach of GN3.</p> <p>Yes, the policy can be amended to support this option for providing facilities.</p> <p>SH Agreed. Is this only secondary schools as we don’t have any in our parish.</p> <p>TH – On reflection this suggestion does only apply to secondary schools and there doesn’t appear to be anything the Neighbourhood Plan can add to the Local Plan policy (SP32). No change.</p> <p>SH New (Trish) on reflection the annex to the Town Hall is a secondary school, in age of intake, if it ever gets used. I know this will be no change but we have not highlighted this anywhere on the maps have we?</p> <p>TH new 8/9/16 – none of the maps refer to schools. If there are any sports and leisure facilities at the new Town Hall college this point could be addressed.</p>
East Staffordshire Borough Council	<p>This policy is quite vague. Should landscaped areas be in private ownership and maintained by a separate company the policy may be better stating how long the maintenance should ideally be in place.</p>	<p>We think that a maintenance period of 15 years from date of completion would be reasonable.</p> <p>SH Agreed</p> <p>TH – reworded to “a minimum period of 15 years following completion of the development”</p>

13. Appendix B: Regulation 14 Consultation Materials

Have your say on the

Shobnall

Neighbourhood Plan

at two community events in February and March 2016

The Shobnall Neighbourhood Plan will affect the future of our neighbourhood.

It is a document written with the community, for the community. It will influence things like traffic and transport, community facilities, green spaces, housing and development.

The first version of the plan has now been written.

You will be able to read this draft version between 15th February and 28th March 2016.

We want to know what you think about it.

It is important that you take this opportunity to have your say on the first version.

Where to read the plan

A short version of the plan is available to read in many public places around Shobnall.

The full version of the draft plan is available to read at Burton Town Hall Reception.

It is also available to read and download on the Shobnall Parish Council website at shobnallparishcouncil.co.uk

How to comment on the plan

You have a choice of ways to tell us what you think about the draft plan

You can fill out a feedback form. These will be available around Shobnall with the draft plan.

Forms can be returned to reception at Burton Town Hall,

or by post to Shobnall Parish Council, PO Box 8225, Derby, DE65 9DR.

You can also complete an online version of the form - visit the Parish Council website

Come and tell us what you think!

We are holding two events in the next few weeks where you can come and read the full plan.

You can also tell us what you think, and give your suggestions for changes to the plan.

Tuesday 23rd February

6-9pm

Burton Town Hall

King Edward Room

Saturday 5th March, 11-2pm

Princess Street Training Education

and Enterprise Centre

Princess Street, Shobnall

**Shobnall
Neighbourhood
Plan
Consultation Draft**

**Community
Exhibition
February &
March 2016**

The Vision for Shobnall

“By the end of the Neighbourhood Plan period in 2031, Shobnall will be a safer, healthier and more attractive place to live; will provide better access to green spaces; have a stronger local economy with better opportunities; have a stronger community; have better public and sustainable transport options; have a stronger ‘village’ centre.”

Objectives for Shobnall

Transport and Highways

“To ensure that Shobnall can be accessed and visited safely and conveniently by all modes of transport (including sustainable modes, cycling and walking). To ensure this can be done without causing undue harm to residents’ wellbeing, the natural environment and local economic development.”

Housing and Development

“To plan positively for the future development of particular sites in Shobnall to deliver the maximum benefit for local residents and businesses. To provide the right mix of quality housing needed in Shobnall, while protecting the local environment and the quality of life of existing residents.”

Community Services

“To ensure that Shobnall has the right health, education, community and leisure facilities and services needed to improve quality of life, wellbeing, and community development.”

Shops, Businesses and the Leisure and Visitor Economy

“To support stronger local economic development. To consolidate the existing retail centre, whilst building on underused assets to strengthen Shobnall’s visitor and leisure economy.”

Built Environment and Heritage

“To protect, enhance and make the most of Shobnall’s heritage buildings, and to improve the appearance, functionality and accessibility of Shobnall’s streets and public places.”

Green Spaces and the Natural Environment

“To protect, enhance and improve accessibility to Shobnall’s existing green spaces, waterways and natural environment”

What is this all about?

We want to know what you think about the draft version of the Shobnall Neighbourhood Plan.

The plan contains policies and guidance that are intended to shape development (meaning new buildings, roads, and other facilities) in Shobnall Parish over the next fifteen years.

The main plan policies are shown on the boards here. You can also read a report version of the full neighbourhood plan document, which is available here at the event and online.

If you have any comments, suggestions or questions about the draft plan, you can:

- Complete a survey form – write down your comments and questions
- Talk to us – any of the team here would be happy to discuss your questions and comments

If you want to take more time before giving your comments, you can take the survey form with you and return it to us later. You can carry on reading the draft plan at your leisure by downloading it from Shobnall Parish Council's website.

What happens next?

Today's event is part of a six-week public consultation, running until Monday March 28th.

We are asking local residents, community groups, businesses and statutory bodies for their opinions on the draft plan.

The final neighbourhood plan should reflect the opinions of local people as far as possible. The comments and suggestions we get back from this consultation will be used to write a second draft of the neighbourhood plan.

Eventually, a final version of the neighbourhood plan will be checked by an independent expert to make sure it complies with the rules and regulations for neighbourhood plan. After this, a public referendum will be held. At the referendum, everyone in Shobnall will be able to vote whether the plan should be 'adopted' to come into effect.

How the plan will be used

The Plan will be used by different people. It is likely that it will be most relevant to:

- Land owners, property owners and developers, who must ensure that their proposals accord with the plan policies relevant to the nature of the development proposed.
- The Local Planning Authority, East Staffordshire Borough Council, who will be responsible for implementing the plan, by assessing planning applications against the plan's objectives and policies.
- Local residents, Shobnall Parish Council, community groups and business owners, can use the Plan to ensure that development proposals accord with the wishes and aspirations of the local community, as expressed by the plan objectives and policies.

Transport and Highways

Policy T1: Transport Assessment, Highway Design and Travel Planning

Transport Assessment

New development must wholly mitigate for its own traffic generation and impact.

The neighbourhood plan requires applications for major development to provide robust assessment of traffic generation and impact, and evidence of how mitigation will be achieved and in what time frame against development build out, in line with relevant national policies and guidance, including national Guidelines on Traffic Assessment (2008) and any replacement documents.

These assessments should include consideration of traffic expected to arise from consented (but not yet developed) development schemes in and surrounding the plan area, in order to assess the potential cumulative highways impact. Applicants should make use of traffic assessments submitted in support of previously consented schemes.

Where traffic arising from new development impacts on parts of the local highway network and at junctions which are known to suffer existing congestion, the developer should demonstrate how additional traffic impact can be mitigated, and identify any necessary local highway improvements which the development can and will provide.

This will be either through provision of said improvements under a S278 Agreement via the Highways Act 1980, or financial contributions to them, in scale with development and secured by S106 agreement under the Planning Act 1990.

Highway Design and Traffic Calming

Applications for major development which include new streets and roads will be expected to achieve a good standard of design quality, according with relevant national principles, guidance and policies.

Development will be expected to provide a high quality highway design, including achieving:

- *Accessibility for all modes of travel, prioritising sustainable modes.*
- *Pedestrian and cycling connectivity through development sites*
- *Creating shared surfaces*
- *Improvements in the quality of the public realm*
- *Creating a sense of place*
- *Creating a hierarchy of roads.*
- *Forming areas of carriageway offering casual (not specifically designated) car parking.*

Where a public highway is to be subject to traffic calming (especially on pedestrian priority streets), the design of the scheme will whenever possible be provided by quality public realm design, rather than vertical deflection (speed bumps and cushions), or other methods which cause noise and vibration, unless a specific need for this type of traffic calming is identified and evidenced.

This will apply where traffic calming is required to reduce traffic speeds through residential areas, or when traffic impact arising from new development results in a need for traffic calming. In the latter case, the developer will be expected to provide (or provide financial contributions towards) the traffic calming scheme.

Travel Planning

New development must encourage the use of existing sustainable modes of travel and must improve them locally where necessary and provide new facility as required to support the sustainable travel needs of new development traffic generation to cater for: walking, cycling, bus transport and rail travel.

Where appropriate, car share schemes and other car based multiple occupancy travel will be encouraged and supported, especially in employment and retail use classes where travel planning can minimise single occupancy car journeys.

Travel Plans will be provided against the thresholds set by the Staffordshire County

Highway Authority in their related policy document dated 2008 referred to above.

Travel Plans will include: targets, measures and monitoring strategy to be agreed with the Local Planning Authority.

Where identified, support for the use of existing sustainable links will be provided in the form of:

- *Footway surfacing and lighting upgrades (via S278 Agreement).*
- *Provision of new controlled pedestrian and cycling crossings (via S278 Agreement).*
- *Direction signing and cycle lane markings (via S278 Agreement).*
- *Additional bus service or quality partnership bus stops on existing bus service routes (via the Authority integrated transport unit).*
- *Travel Plans will be secured via the Local Planning Authority under a S106 Agreement via the Planning Act 1990.*

Policy T2: Traffic Management

In the interests of managing local traffic, it will be expected that:

- a) *Applications for development which will result in a permanent increase in frequent movements of heavy commercial vehicles will be supported by a routing plan. Applicants are encouraged to identify HCV movement routes which avoid the parts of the local highway network identified at Appendix A. The operation of these routes will be conditioned as part of planning permissions. This requirement will also be applied to vehicle movements associated with the construction phase of developments, as a condition of planning permission.*

Routing plans that will result in significant additional movements of HCVs along the routes identified at Appendix A are unlikely to be supported.

- b) *Where local traffic management issues arising from new development are identified by supporting transport assessments, that monies are provided for the pursuit of related Traffic Regulation Orders and secured by a S106 agreement.*

Policy T3: Parking

Adequate and suitable off-street parking should be provided on all new developments in order to avoid worsening the negative impacts of on-street parking.

Applications for commercial, retail or mixed use development will be expected to demonstrate that an appropriate amount of car parking provision will be included.

New residential development, including change-of-use, will generally be expected to provide car parking spaces at the following proportions. Where proposals do not provide parking at these levels (whether higher or lower), applicants will be required to justify the level of provision, and to demonstrate that parking demand arising from the development will not worsen existing parking problems.

Residential car-parking standards

- *For 1-bedroom dwellings, 1.5 parking spaces per dwelling will be expected.*
- *For 2 or 3 bedroom dwellings, a minimum of 2 parking spaces will be expected.*
- *For larger dwellings, provision of 1 additional parking space per additional bedroom, for each dwelling, will be expected.*

Proposals for off-street car parking on disused land near to areas experiencing the worst effects of on-street parking will be supported, subject to according with all other relevant policies.

Applications to convert residential garages to living space will be resisted except where it is not demonstrated that adequate parking can still be provided on the property.

Policy T4: Sustainable Transport

The Neighbourhood Plan supports the development of new sustainable transport services and the enhancement of existing provision.

The plan particularly supports measures to improve transport connections, including:

- *Footway surfacing and lighting upgrades.*
- *Provision of new controlled pedestrian and cycling crossings.*
- *Direction signing and cycle lane markings.*
- *Additional bus services or quality bus stops on existing bus service routes, including connections along Shobnall Road and from major new developments that come forward in the lifetime of the plan.*

Developer contributions will be sought to deliver these improvements, as appropriate.

Policy T5: Parking

Development proposals which contribute to the creation or improvement of network of cycling and pedestrian routes, providing connections to and between centres of employment, shops and services, around Shobnall will be supported by the plan.

The plan supports the creation of specific new cycle routes shown at Appendix B. These are:

- A. *Enhancement of the Trent and Mersey canal towpath, including creation of a hard surface, improved connections into the existing highway network, and any other development required to provide a quality cycling route;*
- B. *Two routes identified between the site of the approved major residential development at Lawns Farm and the centre of Burton, as shown by the map at Appendix B. Works to create this route may include:*

Route B1.

- 1. Improved signage/waymarkers to destinations along and around the route*
- 2. An upgrade of the A38 underpass between the Lawns Farm area and Centrum 100*
- 3. Maintenance and repair of existing cycle paths surfaces including the existing path alongside the A38*
- 4. Installation of a Toucan crossing near to the junction of Shobnall Road and Parkway to allow access to and from the Bass's Cottages site.*
- 5. Access upgrade between Bass's Cottages and Burton Retail Park*
- 6. Possible improvement of crossing over Wellington Road between Burton Retail Park and B&Q Site*
- 7. Install a section of cycle path and dropped kerb from Burger King car park across the old motorcycle training centre site, through fencing and over the Network Rail access road, to join the existing cycle route on The Link*

Route B2: Following from point 3 of route B1:

- 4. Installation of a Toucan crossing near to the eastern end of Parkway to provide a safe crossing between the north and south sides of the road.*
- 5. Pavement widening and creation of a shared pathway on the south side of Shobnall Road between Bass's Cottages and Wellington Road*
- 6. An enhanced crossing or Toucan crossing over Wellington Road just south of the roundabout*
- 7. Continued pavement widening and shared path on the pavement on the south side of Shobnall Road as far as The Link to join the existing cycle route.*

Applications for development which:

- *Deliver elements of this proposed route*
- *Preserve the path of the potential route*
- *Where appropriate, provide other forms of cycling infrastructure, including cycle racks and secure and weather-protected cycling storage*

will be looked upon favourably, subject to according with other relevant policies.

Housing and Development

Policy HD1: Developer Contributions

When negotiating developer contribution agreements, priority will be given to addressing the impact of the development on the highways network, where the highways impact is expected to be significant and where it is feasible to address the impact through such agreements.

Where a development is not considered to have a significant impact on the highways network, developer contributions arising from development in the plan area will be spent according to the priorities set out in Appendix D. This may include improvements to the public open spaces shown on the map at Appendix G.

Policy HD1: Developer Contributions

New housing development in Shobnall should achieve a high standard of design, including:

- *Appropriate provision of private or shared green space, meeting or exceeding standards set out in local and national policies and guidance*
- *Appropriate provision of car parking, with reference to the parking standards set out in Policy T3 and the character areas described in Policy HD5.*
- *Sustainable design measures, including high energy efficiency, a high standard of thermal insulation, on-building generation of renewable energy.*

Policy HD3: Housing Mix

New housing development should deliver an appropriate mix of housing types and sizes to meet the needs of current and future Shobnall residents, reflecting that set out by ESBC Local Plan policies SP6 and SP17.

Shobnall's particular housing needs include:

- *Starter homes and homes suitable for young families*
- *Affordable housing*
- *Larger family homes*

Policy HD4: Development Sites

In the interest of achieving a brownfield-first approach to development in Shobnall, the redevelopment of previously developed land will be supported by the plan. The plan supports the redevelopment of the following sites (as shown at Appendix C) as described below, in the interests of achieving the plan objectives:

Site 1: Industrial units on Shobnall Road (between Henderley Court and Shobnall Fields, facing Marston's Brewery) (1.06 ha): *Redevelopment for between 25 – 35 market led residential units, designed to protect the significance of the heritage assets opposite at Marston's Brewery, and to create a strong frontage to Shobnall Road. Sheltered / extra care housing may be appropriate as part of this mix. Development that enhances the services offered at Shobnall Leisure Complex at the rear of the site will also be considered appropriate.*

Site 2: Shobnall Sports and Social Club (4.3 ha): *Mixed use leisure development, ensuring that the quality of sports and leisure facilities is improved. Limited residential development may be appropriate to fund the leisure elements. The loss of playing fields will be resisted unless better quality or quantity is provided on-site.*

Site 3: Former Day Centre, Shobnall Street (0.4 ha): *Redevelopment for a small market led residential scheme which should seek to retain the mature trees around the edge of the site. Vehicular access should not be taken from either Shobnall Road or Shobnall Street. Apartments or sheltered / extra care housing may be appropriate on this site. Development which provides new medical services will also be considered appropriate. The provision of a new pedestrian route to site 4 beneath the bridge carrying Shobnall Road will, if feasible, safe and appropriate, be welcomed as part of any new development..*

Site 4: The Yard (Shobnall Ship Hire) / Staffordshire County Highways Depot ('Shobnall Tip'), Shobnall Road (0.9 ha): *Commercial office and leisure use making use of the site's proximity to Shobnall Marina. Development should add to pedestrian and cycle links between Shobnall Road and Centrum 100. The design should respond to the sites location as a gateway to Shobnall and to Centrum 100. Residential use in this location is unlikely to be acceptable given that the site is surrounded by major roads. The provision of a new pedestrian route to site 3 beneath the bridge carrying Shobnall Road will, if feasible, safe and appropriate, be welcomed as part of any new development.*

Site 5: Former Day Centre, Byrkley Street (0.3 ha) *Retail, offices and limited residential development will be considered acceptable on this site, so long as a strong active frontage is provided to Byrkley Street and adequate parking is provided.*

Site 6: Land between Derby Street and railway line (3.85 ha): *Mixed use residential-led development including office and leisure on all or part of this site. Care should be taken to ensure that: the listed heritage assets within the area are retained and enhanced as part of the proposals; that schemes support existing and retained surrounding uses; that adequate noise attenuation from the railway is included in the design. Schemes that can deliver a strong active retail / commercial frontage to Derby Street, or provide new public green space, will be looked upon favourably.*

Site 7: Land between Curzon Street and railway line (4 ha): *Mixed-use development including offices and where appropriate light industrial premises. This may include the redevelopment, refurbishment and reuse of the existing buildings on the site in whole or in part. Schemes that provide strong pedestrian links to the railway station, or appropriate station car parking will be looked upon favourably. Development schemes that provide new public green spaces will be encouraged.*

Site 8: Former industrial premises at Wellington Road (1.8 ha within parish): *Redevelopment of this site (and the wider part of the site outside of the Shobnall Parish boundary) adjacent to the Centrum 100 scheme should be focused on employment or commercial uses. Schemes for offices and light industrial premises including workshops will be supported, subject to achieving suitable access to Wellington Road.*

Site 9: Land at Derby Street (2 ha): *Redevelopment for between 60 – 80 residential units. This may also include apartments and / or offices fronting Derby Street. Suitable noise attenuation against the railway should be included to preserve residential amenity. Development schemes that provide new public green spaces will be encouraged.*

On all redevelopment sites, development which (where appropriate) delivers public car parking or new community facilities will be welcomed, subject to according with all other relevant policies.

Policy HD5: Character Areas

In specific areas of Shobnall, new development should be designed to respect the established character of the built environment. These are:

- **Municipal Centre (Town Hall and surroundings)**
- **Commercial Spine (Wellington Street, Waterloo Street, Derby Street, Borough Road)**
- **Residential Spine (Shobnall Street and Grange Street)**
- **Traditional Terraces**
- **Terrace Renovations (Gordon Street and Richmond Street)**
- **Modern Infill Development (The Grange and southern end of Rangemore Street)**
- **Modern Canalside Homes**
- **Post-War Municipal Housing (Price Court, Shobnall Close, Grange Close)**
- **Rural Edge West Shobnall (Shobnall Road, Reservoir Road, Highcroft Drive, Lordswell Road)**
- **North Shobnall Villas (Outwoods Street)**

With reference to the notes set out in Appendix E (as well as any other relevant design guides and policies), developers should aim to reinforce positive design aspects of these character areas, and avoid replicating their negative design aspects

Community Services

Policy CS1: Sports, Leisure and Community Facilities

Proposals for new development that deliver new sports and leisure facilities within the plan area, either directly as part of a mixed-use scheme or as a result of financial contribution from other development, will be supported by the neighbourhood plan.

In addition to the provisions included in the East Staffordshire Local Plan to create and enhance sports facilities in the parish, the following sports and leisure facilities identified during the community consultation would be supported:

- *Leisure and community uses that make active use of the Trent and Mersey Canal;*
- *Provision of allotments within the parish boundary for residents;*
- *Community hall / event space suitable for hosting social events and functions;*

- *Provision of on-site children's play spaces will be welcomed as part of new housing development proposals.*

Applications that come forward for the provision of community cafes and other facilities that contribute to community cohesion will be supported by the neighbourhood plan.

New development should protect existing community facilities, including schools, medical services, leisure and sports facilities, and community centres. Applications for development that fail to do so will be resisted.

Policy CS2: Medical Facilities

Proposals (including mixed used developments) that provide or include facilities to accommodate medical services will be supported by the neighbourhood plan.

Shops and Businesses

Policy SB1: Shopfront Design Quality

Where appropriate, planning applications for new and change-of-use developments of use classes A1, A2, A3, A4 and A5 will be required to demonstrate how they have achieved a high standard of design quality. Applications of this type that do not clearly demonstrate how design quality has been considered will be resisted.

Proposals that make sympathetic use of Shobnall's older shop and business premises, including restoring original features and character elements, will be supported by the plan, particularly in and adjacent to the Conservation Areas.

Applicants should refer to Appendix 2: Shop Front Design of East Staffordshire Borough's Council's Design SPD (2008)

Policy SB2: Empty Commercial Premises

Proposals for innovative or short-term uses of long-term empty commercial premises will be supported.

Where a permanent use of a premises would require the premises' use class to be changed, a temporary use of up to six months maximum may be permitted without requiring the change of use, where that use is considered to be appropriate to the surrounding land uses, and subject to the effect on the amenity of surrounding buildings.

Policy SB3: Business Development Areas

The Neighbourhood Plan will support the development of premises, facilities and infrastructure which promotes the following particular types of economic activity in different areas of Shobnall, as follows. These areas are shown on the map at Appendix H.

SHOBNALL'S INDUSTRIAL AREA: The Neighbourhood Plan will support the continued development of industrial premises in the

portion of the Plan area to the south of Shobnall Road and east of the A38. Premises for innovative types of industry will in particular be supported. Such development should accord with all other relevant policies, particularly transport policies T1 to T5.

'EAST SIDE' - Land to the east of Wellington Street and Derby Street, between Shobnall Road and Victoria Road: Redevelopment of sites in this area which deliver mixed use commercial and retail schemes will be supported. Schemes that include new car parking facilities for visitors will in particular be supported. Proposals which provide community facilities will in particular be supported.

CANALSIDE / LEISURE AND TOURISM AREAS: Proposals which support the development of tourism in Shobnall will be supported by the plan, particularly where they make active use of local assets including Shobnall's heritage assets, Shobnall Marina, and the Trent and Mersey Canal and canal-side area. All development on sites adjacent to the canal should be designed to respond positively to it, in terms of use, orientation, scale and appearance.

WELLINGTON STREET / WATERLOO STREET / DERBY STREET / BOROUGH ROAD: The continued development of the retail, service and eating and drinking offer in this area will be supported. Proposals for new development which help to increase the variety of shops and services will in particular be supported. In addition, development proposals which contribute to the creation of a night-time economy in this area will be supported, including restaurants, bars and cafes. New development in this area which complements the new University Technical College on Waterloo Street will also be supported. These may include study centres, cafes, educational businesses and retail. Mixed use development in and near this area which include new car parking for visitors to the local area will generally be supported.

Built Environment and Heritage

Policy BH1: Protecting Shobnall's Heritage Environment

New development proposals will be expected to protect and enhance the character and value of Shobnall's heritage environment, including Listed Buildings, Conservation Areas, archaeology, and other statutorily protected assets. Development will also be expected to protect and enhance any locally listed building identified by the Local Planning Authority, as well as the schedule of structures (at Appendix F) identified by the local community as contributing positively to the character of the local built environment.

Applications for development which will harm these assets will be resisted.

Policy BH2: Sustaining Shobnall's Heritage Environment

Proposals that protect Shobnall's heritage assets (including listed buildings and non-designated buildings) by putting them to new and/or innovative uses will be supported by the plan.

Proposals that bring long-term empty or neglected heritage assets back into active use, including community uses, will be particularly welcomed.

Such proposals will be expected to demonstrate that the protection of architectural significance and historical/social interest has been balanced against the need to achieve a viable use of the asset, including by addressing access and parking issues, as appropriate.

Green Spaces and the Natural Environment

Policy GN1: Local Green Spaces and the Natural Environment

The open spaces assessed in the report at Appendix G are designated as Local Green Spaces by the plan. These Local Green Spaces are to be protected from development. Development that protects and enhances these local green spaces, when appropriate, will generally be supported. Development which harms these green spaces will be refused.

The assessment and accompanying map at Appendix G identify other open spaces that do not meet the criteria for designation as Local Green Spaces, but are considered to make a contribution to the quality of the local natural environment, or to provide leisure and play opportunities. Development which protects these (non-designated) open spaces will be supported, subject to compliance with all of relevant policies.

Development that includes provision of new public open spaces will be supported by the plan, subject to compliance with all other relevant policies.

New development should support the objectives, policies and strategies of the New Forest, where appropriate.

Policy GN2: Allotments

The creation of new allotments in Shobnall will be supported by the plan. Development proposals which include allotment space will be supported, subject to compliance with all other relevant policies of the development plan.

Large residential developments, including development of allocated sites, will in particular be expected to provide allotment space as part of the green spaces provided in their designs.

Policy GN3: Open Space in New Development

New residential developments which provide public, private and shared amenity spaces will be supported by the plan, as appropriate, subject to compliance with other relevant policies of the development plan.

Proposals that fail to take opportunities to provide such spaces will be resisted.

Applications for development proposals that include significant landscaped areas or other privately owned open spaces must be supported by a maintenance scheme, setting out how these spaces will be maintained and improved to a high standard. Planning permission for such proposals may include conditions that require these maintenance schemes to be undertaken for a minimum period after development has been completed.

Shobnall Draft Neighbourhood Plan Survey

What is this?

This survey has been provided for Shobnall residents to gather their views on the policies in the draft Shobnall Neighbourhood Plan. It is very important that as many people as possible give their comments at this stage, so that the final version of the plan represents your views as accurately as possible. We are consulting residents for six weeks, between 15th February and 28th March 2016.

What is the draft Shobnall Neighbourhood Plan?

The draft Shobnall Neighbourhood Plan is the first version of a document written by the local community to deal with planning and development in Shobnall. It is hoped that the plan will eventually become part of the local development plan for Shobnall. This means that it will help shape future development in the neighbourhood. It will be used by the planners at East Staffordshire Borough Council when they make decisions on planning applications. **A summary of each of the 20 draft policies is shown on the back of this page.** The full draft neighbourhood plan has the full versions of each policy, with a detailed explanation of each of them.

Where can I view the full draft plan?

Copies of summary version of the Neighbourhood Plan will be available in public places around Shobnall. The full Neighbourhood Plan document will be available at Burton Town Hall Reception. The draft plan is also available online at the Parish Council's website, www.shobnallparishcouncil.co.uk. You can also come and read the draft plan (and give comments) when it is exhibited on:

- **Tuesday 23rd February, 6pm-9pm at the King Edward Room, Burton Town Hall**
- **Saturday 5th March, 11am-2pm at the Princess Street Training Education and Enterprise Centre, Princess Street**

What should I do?

Please tell us whether you agree or disagree with the policies, using the survey on the back of this leaflet. You can also tell us your reasons, and any other comments you have. The neighbourhood plan has to represent the views, concerns and hopes of local residents. This survey is intended for the residents of Shobnall, so please tell us your name and address. All personal information will be used solely for the Neighbourhood Plan and will not be shared with any third party beyond the Parish Council and East Staffordshire Borough Council. **Please return completed surveys no later than Monday 28th March 2016.**

Completed surveys can be placed in collection boxes at Burton Town Hall reception. If you prefer, you can scan and email the completed form (or any other comments) to neighbourhood.plan@bpud.co.uk. Alternatively you can complete the survey online at <https://www.surveymonkey.co.uk/r/V2BN7DC>

Please tell us whether you agree with each of the policies below, by ticking under Yes or No. If you're not sure, or don't understand the policy, tick under 'Not Sure'. More info on the policies is available in the full Plan document.

	Yes ☺	No ☹	Not Sure ☹
Policy T1: Transport Assessment, Highway Design and Travel Planning: New development should mitigate for its traffic impact. Applications for major developments should achieve a good standard of highway design quality. New developments should encourage the use of sustainable modes of travel.			
Policy T2: Traffic Management: Applications for development which results in a permanent increase in frequent movements of heavy commercial vehicles should be supported by a routing plan, to avoid unnecessarily increasing HCV movements on unsuitable roads and streets			
Policy T3: Parking: Adequate and suitable off street parking should be provided on all new developments.			
Policy T4: Sustainable Transport: Supports the development of new sustainable transport services and enhancement of existing provision. Supports measures to enhance sustainable mode of transport including footpath surfacing, lighting upgrades, provision of new controlled pedestrian and cycling crossings, direction signing and additional bus services or quality bus stops.			
Policy T5: Cycling and Pedestrian Routes: Supports proposals which contribute to the creation and improvement of a network of cycling and pedestrian routes providing connections between centres of employment, shops and services.			
Policy HD1: Developer Contributions: Sets out priorities for the spending of developer contributions, with first priority given to addressing the impact of the development on the highways network.			
Policy HD2: Housing Design Quality: Seeks to ensure that new housing developments achieve a high standard of design including provision of private or shared green space, car parking and sustainable design measures.			
Policy HD3: Housing Mix: New housing development should provide an appropriate mix of starter homes, affordable housing and larger family homes.			
Policy HD4: Development Sites: Sets out how nine specific sites around Shobnall could be developed in during the plan period.			
Policy HD5: Character Areas: Expects the design of new development to respect the particular established character of the built environment in ten areas of Shobnall			
Policy CS1: Sports, Leisure and Community Facilities: Supports the creation of new sports, leisure and community facilities in new development, and protects existing ones			
Policy CS2: Medical Facilities: Support proposals for development that provide facilities to accommodate medical services.			
Policy SB1: Shopfront Design Quality: Supports new commercial development (shops and high street services) that achieves a high standard of design, and that make sympathetic use of Shobnall's older shop and business premises, particularly in and around the Conservation Areas.			
Policy SB2: Empty Commercial Premises: Supports proposals for innovative or short-term uses of long-term empty commercial premises.			
Policy SB3: Business Development Areas: Supports the development of new premises and infrastructure which supports particular types of businesses in four specific areas of Shobnall – 1) industry 2) mixed-use areas providing commercial and retail 3) Canalside / leisure and tourism areas 4) Retail, service, eating and drinking			
Policy BH1: Protecting Shobnall's Heritage Environment: New developments should protect and enhance character and value of Shobnall's heritage environment including Listed Buildings, other buildings of local interest, and the Conservation Areas			
Policy BH2: Sustaining Shobnall's Heritage Environment: Supports new or innovative uses of Shobnall's heritage buildings which ensure their viable and active use.			
Policy GN1: Local Green Spaces and the Natural Environment: Supports new development that protects and enhances Shobnall's Local Green Spaces			
Policy GN2: Allotments: Supports the creation of new allotments in Shobnall			
Policy GN3: Open Space in New Development: Supports new residential developments that provide public, private and shared amenity spaces.			

If you have any comments about any of the policies please tell us here. If you need more space, attach a separate sheet.

Name:		Address:	
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SURVEYS RETURNED WITHOUT A NAME AND ADDRESS WILL NOT BE CONSIDERED. PLEASE RETURN YOUR SURVEY BY 28/03/2016



14. Appendix C: Regulation 14 Statutory Consultees Record

Shobnall Neighbourhood Plan Regulation 14 - Statutory Consultees response record

Name	Organisation	Email address	Invitation to comment sent	Responses
Debra Roberts	Coal Authority	DebraRoberts@coal.gov.uk	15/02/2016	Received 4/4/16
Sarah Victor	Environment Agency	sarah.victor@environment-agency.gov.uk	15/02/2016, re-sent 22/02/16 (file too big, link provided instead)	Received 23/3/16
	HCA	mail@homesandcommunities.co.uk	15/02/2016	Reminder sent 30/3/16. No response
	Highways Agency	ominder.bharj@highways.gsi.gov.uk	15/02/2016	No comments made - 31/3/16
Peter Boland	Historic England	Peter.Boland@HistoricEngland.org.uk ; west.midlands@HistoricEngland.org.uk	15/02/2016, re-sent 22/02/16 (file too big, link provided instead)	Received 4/4/16
	Marchington Parish Council	marchingtonpc@btinternet.com	15/02/2016	No comments to make 30/3/16
P Metcalfe	National Forest	pmetcalfe@nationalforest.org	15/02/2016	Received 24/3/16
	National Grid	Nationalgrid.Enquiries@nationalgrid.com	15/02/2016	Reminder sent 30/3/16. No response
Hayley Fleming	Natural England	Hayley.Fleming@naturalengland.org.uk ; consultations@naturalengland.org.uk	15/02/2016	Received 16/3/16
	Network Rail Infrastructure	TownPlanningLNW@networkrail.co.uk	15/02/2016	Reminder sent 30/3/16. No response
Jonathan Topham	Primary Care Trust	Jonathan.Topham@southstaffspt.nhs.uk	15/02/2016	Reminder sent 30/3/16. No response
Gillian Bullimore	Severn Trent Water	gillian.bullimore@severntrent.co.uk	15/02/2016	Reminder sent 30/3/16. No response
Kevin Exley	South Derbyshire District Council	kevin.exley@south-derbys.gov.uk	15/02/2016, re-sent 22/02/16 (file too big, link provided instead)	Reminder sent 30/3/16. No comments submitted.
Maggie Taylor	Sport England	maggie.taylor@sportengland.org	15/02/2016	Received 23/3/16
James Chadwick	Staffordshire County Council	james.chadwick@staffordshire.gov.uk ; jonathan.bloor@staffordshire.gov.uk	15/02/2016	Received 16/3/16
G Marshall	Staffordshire Wildlife Trust	g_marshall@staffs-wildlife.org.uk	15/02/2016	Reminder sent 30/3/16. No response
Sue Lawley	Staffordshire Wildlife Trust	s.lawley@staffs-wildlife.org.uk	22/02/2016	Reminder sent 30/3/16
Kate Dewey	Staffordshire Wildlife Trust	k.dewey@staffs-wildlife.org.uk	22/02/2016	Reminder sent 30/3/16. No comments submitted.
C Plant	Trent and Dove	c.plant@chase-chamber.com	15/02/2016	Reminder sent 30/3/16. No response
	Uttoxeter Rural Parish Council	urpc@btinternet.com	15/02/2016	Reminder sent 30/3/16. No response
	Horninglow and Eton Parish Council	clerk@horninglowandetonparishcouncil.co.uk	15/02/2016	Reminder sent 30/3/16. No response
	Anglesey Parish Council	clerk@anglesey.staffslc.gov.uk	15/02/2016, re-sent 22/02/16 (file too big, link provided instead)	Reminder sent 30/3/16. No response
	Branston Parish Council	mail@branstonparishcouncil.co.uk	15/02/2016	Reminder sent 30/3/16. No response
	Outwoods Parish Council	clerk@outwoodsparishcouncil.org.uk	15/02/2016	Reminder sent 30/3/16. No response
	Stretton Parish Council	strettonpc@btinternet.com	15/02/2016	Reminder sent 30/3/16. No response