

YOXALL DEVELOPMENT PLAN

CONSULTATION STATEMENT

Appendix 4.1 Public comment forms

As stated in the Consultation Statement “PART FOUR: Analysis of Representations received during consultation period” it has not been possible due to formatting to include appendix 4.1 within the body of the Consultation Report. Therefore the fifteen typed and annotated comment forms completed by the community during the consultation period have been included in this separate document.

February 2015

Ref	Name and Address	Email	Tel	Comments		Incorporate into Plan?	Reason for decision to incorporate or not
				Page	Par/policy		
1	Osorio Holm Barn, Swarbourn Mews, DE13 8NH	peterandhiliaryO@btinternet.com	472928	21	H2	“Any additional housing at Bond End Farm would constitute an additional and unnecessary hazard gaining access to the A515.	<p>No</p> <p>Yoxall Strategic Aim 4: To ensure that all new development in Yoxall does not make existing traffic problems worse. There are several “pressure points” on the A515, including the junction of Hadley Street and the A515, the junction of Victoria Street and the A515, and the double bend near to Bond Farm. The purpose of Policy T1 is to ensure that any development proposed in or in the vicinity of these locations will not exacerbate any existing traffic hazards.</p> <p>POLICY T1: TRAFFIC IMPACT ASSESSMENTS All proposals for new development in Yoxall involving more than 3 new dwellings or more than 100m2 of floorspace in or in the vicinity of existing known traffic hazards must be accompanied by a Traffic Impact Assessment which describes how the proposed development will affect vehicle movements, parking, access including for service vehicles, and road safety. Locations with increased traffic hazards are identified in plan B,</p>

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2	Bill Owen 4, Bondfield Lane,	weowen9@tiscali.co.uk	472837		Traffic	There needs to be parallel attention to reducing traffic hazards. There is from Bondfield Lane to the Post Office no safe place [zebra crossing] for children and disabled [my wife is disabled] to cross safely. Cars and big lorries far exceed the 30mph limit and extra traffic.	Yes	<p>Include in Policy T1 Facility for safe crossings over A515 located so that wheelchair users and people with prams can navigate from one full width footpath to the other.</p> <p>See Policy RE Flood Risk</p> <p>See Yoxall Strategic Aim 4: To ensure that all new development in Yoxall does not make existing traffic problems worse.</p> <p>POLICY T1: TRAFFIC IMPACT ASSESSMENTS</p>
					Flooding	In heavy rain Bondfield Lane regularly floods. If the Bondfield Lane site is developed serious attention will be needed to reduce serious flooding.	No	
					Roads	If Bondfield Lane site were to be developed its road width would need to be widened considerably for safety reasons-it is only one car width at the moment.	No	

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3	B. J. Greatrix 12, Swainsfield Road DE13 8PT		473054	7	2.18	Footpaths. Not all existing footpaths are accessible due to [mainly] owner closing access.	No	Outwith Plan but refer to Yoxall Parish Council and SCC Footpaths department.
				8	2.20	As population is older than average is any provision included for "sheltered" accommodation/bungalows?	Yes. But see proposed change to wording in PLAN	<p>Policies H1 and H2 seek to deliver this objective.</p> <p>Social housing will be part of agreement with ESBC and developer.</p> <p>Include in Policy D1 Recognition to be given to aging population in mix of new housing</p>
				9	2.23	Where are car parks to be allocated increase in local traffic-will heavy transport be addressed?	No	<p>Car park is included in Reserved Matters of the Outline Planning Approval granted for the Leafields Farm. Location will be on site adjacent to Hadley Street.</p> <p>HGVs are recognised as an issue but the management and control of it is the responsibility of SCC and they are aware of the issue.</p>

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4	David Walker Heron Brook Victoria Street	Davidwalker.1@me.com	473489			Has any thought been given to a zebra crossing and traffic calming on the main road and Victoria Street through the village?	<p>This is an issue.</p> <p>Include in Policy T1 Facility for safe crossings over A515 located so that wheelchair users and people with prams can navigate from one full width footpath to the other.</p>

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5	John Gilhooly 17, Raven Road	ajgilhooly@btinternet.com	472777	16	4.02	40 Houses proposed for Leafields Farm will fulfil Yoxall's allocation for housing up to 2031. Bond End Farm is a possible addition although traffic onto the A515 would be a problem. Bondfield Lane is outside the village settlement and should be resisted at all costs. If this site was developed the village could/would stretch unhindered to the south. Bondfield Lane provides a sensible end to the village settlement to the south.	No	These statements are acknowledged within the policies of the Plan. See Appendix B Settlement Development Analysis and see Figure B1 and B2.

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6	Maurice Cass	15, Raven Road	472827	19		Consideration should be given to provide some low cost housing to enable provision for younger people to make a start in the village.	Yes. But see proposed change to wording in PLAN	Policies H1 and H2 seek to deliver this objective. Wording in PLAN to be amended to incorporate an Aim that "Meeting Local housing needs to be a key objective in any development." 15% of the housing at Leaffields will be affordable.
				23		There should be provision for a pedestrian crossing to enable safe passage from each side of the A515.	Yes	Include in Policy T1 Facility for safe crossings over A515 located so that wheelchair users and people with prams can navigate from one full width footpath to the other.
				22	D1.15	Building design should be sympathetic to a village environment. Mistakes have been made in building estates of houses of identical design.	No	Covered by Policy D1
				24		Flooding in the village occurs when free passage of water under Hall Bridge is impeded by blockage of debris.	No	True but this is a maintenance issue for the NRA/EA.

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7	J. Halsted 3, Raven Road, DE13 8PY	halsted24@googlemail.com	07855124162		T1	<p>Potential for increased traffic and changes to traffic flow as a result of new parking and development.</p> <p>This should require a consideration for traffic calming measures and a pedestrian crossing. There are currently very few points in the village where pedestrians and particularly children can cross the A515 safely.</p> <p>This situation may be made worse, particularly in the vicinity of the school and it should not be expected that parents, for instance, shall need to drive to a car park to use local facilities.</p> <p>[Editors note: the commentator does not make clear whether they want a new car park located, where? Or even if they want one, or retain the status quo of a free for all of parking on the main road and Hadley Street</p>	<p>Yes to pedestrian crossing</p> <p>No</p>	<p>This is an issue.</p> <p>Refer to Yoxall Parish Council and SCC highways department as the regulatory body.</p> <p>This is a comment that cannot be met. Parking at the school is already dangerous and the new development at Leafields Farm provides for a new car park with vehicular access from the existing roundabout on the A515 and pedestrian access via a new footpath onto Hadley Street.</p>

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8	G.H. Burgess Meadows Woodhouses Yoxall DE13 8NR		473969	23	5.21 T1	No	<p>The bypass is a view that splits the village.</p> <ol style="list-style-type: none"> 1. To fund it would require between 250 to 400 new homes [the current 2014 number is 600]. 2. The feedback from the initial questionnaires in June 2012 was that 51% of the replies did not want any development whatsoever. Therefore to gain support for a development of the size required to fund a bypass would be resisted from within the existing community. 3. The traditional route west of the A515 and above the 70metre contour line would completely go against the proposed in the PLAN Appendix B Settlement Development Analysis and see Figure B1 and B2.

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9	Tony Greasley The Long Barn Morrey		472283			The traffic island at the junction of the new development with the A515 needs to be sufficiently robust in design and construction to slow traffic down coming into and out of the village.	No	The point is well made but the PLAN is designed to cover this situation by the following: See Yoxall Strategic Aim 4: To ensure that all new development in Yoxall does not make existing traffic problems worse. POLICY T1: TRAFFIC IMPACT ASSESSMENTS
						The intended car park needs to be sufficiently large to accommodate church attendance, events in the Parish Hall as well as catering for school parking.	No	This point is well made but the PLAN does state a minimum of 15 and at a meeting with the developer Providence Land it was specifically requested to make this 25.
						Any financial contribution from the land owner for educational use must be for the needs in this village and not across the county.	No	Governed by 106 Agreement that states it will be spent in the Locality.
						The cost of fencing the boundary between the development and the cricket field must be at a cost to the land owner.	No	This point is valid and should have been part of the 106 Agreement or Reserved Matters. Refer to Yoxall Parish Council and ESBC for resolution with developer [or land owner direct??]
						Adequate lighting must be available for the car park and its attendant pathways.	No	This point is valid and is covered in Policy D1

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10	Peter Stone Littlecroft Woodhouses DE13 8NR	petermbstone@btinternet.com	4772247			<p>I was very impressed with the documents and supporting papers and manner to which the PC and supporters/consultants have compiled the history and prepared the case to fulfil the villages commitment the future required expansion.</p> <p>Thank you and I look forward to hear the final outcome.</p> <p>My one observation is that adequate parking in the nominated area is a definite and unfailing requirement near the post office, school ,village hall etc.</p>	<p>No</p> <p>No</p> <p>No</p>	<p>N/C</p> <p>N/C</p> <p>Car park covered in outline approval, 106 Agreement and Reserved Matters.</p>

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11	Mike Arch Clerk to Hoar Cross PC					<p>No</p> <p>No</p> <p>Yes to pedestrian crossing.</p>	<p>The PLAN has covered the issues of traffic and HGVs:</p> <p>See Yoxall Strategic Aim 4: To ensure that all new development in Yoxall does not make existing traffic problems worse.</p> <p>POLICY T1: TRAFFIC IMPACT ASSESSMENTS.</p> <p>This should be referred to Yoxall Parish Council/ESBC/SCC highways.</p> <p>This should be referred to Yoxall Parish Council/ESBC/SCC highways.</p> <p>Include in Policy T1 Facility for safe crossings over A515 located so that wheelchair users and people with prams can navigate from one full width footpath to the other.</p>

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12	Colin Reisner The Old School House Morrey Lane DE13 8ND	c.reisner475@btinternet.com	473118		2.20 & 2.22	So we are the oldest [and richest] parish. Some risk, therefore of becoming unbalanced with too many of us being frail elderly. We shall need young blood. Does the plan say enough about how to achieve a healthy supply of them?	No but see comment	This is a good point and we should examine this issue. Do we need to canvass opinion of the young and ask them why they move out of the village e.g. is it work, cost of housing, or that more youngsters in Yoxall go to university and therefore do not return home to live? See also comment form number 13 that raises related issue.
					3.27	A general desire to improve connectivity but the only specific proposal is "particularly along the riverside." Would not connectivity generally and safe route to school be enhanced by a tarmaced foot and cycle path between Hadley Street and Savey Lane at the approximate level of the Health Centre?	Yes	This is a good point. We know from the two accidents outside the church where pedestrians had to jump over the church wall to avoid being hit by vehicles mounting the narrow footpath that this is an issue and has been raised by other correspondents. Policy T1 will be revised by DH

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13	Reverend M. Hawksworth The Rectory Savey Lane Yoxall	hawksworth3@btinternet.com	473202	13	3.16	Is there any intention to develop "sheltered housing" in the village?	<p>Yes</p> <p>Not specifically and this policy was informed by the following documentation.</p> <p>In March 2010 Midlands Rural Housing in partnership with ESBC and Trent and Dove Housing Association undertook a parish wide survey on the need for affordable housing. The report concluded:</p> <p>"Lack of affordable housing is not seen as a major issue by respondents, although almost 20% know of someone who has had to move away to find suitable housing, and 64% said they would be in support of a development of affordable housing. Many respondents' comments are in favour of affordable housing, particularly for young, first time buyers.</p> <p>Three respondents have shown a genuine need for affordable housing. Two are elderly and suffer lack of mobility. They require accommodation which is adapted to their needs and close to immediate family. One respondent is a young person wanting to remain and work locally, but also wanting an opportunity to get on the property ladder via the Homebuy scheme."</p> <p>Six affordable homes will be provided in the Leafields Farm development.</p> <p>Wording in PLAN to be amended to incorporate an Aim that "Meeting Local housing needs to be a key objective in any development."</p>

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14	No contact details listed on form except "Yoxall resident."					<p>I would like to know who imposed the 40 dwellings for the Yoxall Plan was it ESBC or Parish Council?</p> <p>When the Villagers voted by 51% to 49% not to have any change to the village, who has the right to overrule and pronounce that the 40 dwellings will be accepted?</p> <p>After the decision of 40 dwellings and the "no vote" did the Parish Council object?</p> <p>Although I appreciate that jobs are very important to keep the village community here, I do not believe that the first impression upon entrance to the village on the A515, if the telephone exchange site is chosen, everyone entering will immediately believe that this is not a rural area. Although there is a factory on the bend prior to Yoxall, once an industrial estate is established, it will only expand to meet Bond End. This is a village, industrial development units can all move to Burton and if required the bus service for employees could be a real problem to live in the village centre. It must be a priority to really encourage lorries using the A515 as a short cut and having to travel slowly but cut off the A50/A38 triangle, does not make sense. Some limiting needs to take place be improved.</p> <p>An industrial estate will only increase the traffic on the A515 with visitors, delivery lorries and vans going through the village from the north and the visitors leaving and heading north. Traffic problems are significant in Yoxall. It is a real problem to live in the village centre. It must be a priority to really encourage lorries using the A515 as a short cut and having to travel slowly but cut off the A50/A38 triangle, does not make sense. Some limiting needs to take place</p>	<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>	<p>As explained in Plan the number is allocated by ESBC on basis of central government policy.</p> <p>For clarification the "vote" quoted was not a vote it was an answer in response to a question in the questionnaire sent to 600 homes in the village of which 130 questionnaires were returned and of these 51% stated they did not want any development in the village even though it was explained that the housing allocation was government policy implemented by ESBC.</p> <p>No. See above for explanation.</p> <p>There is no reference to what page or policy to which this comment relates and the correspondent seems to have misread the PLAN.</p> <p>A good point and there has been a coordinated campaign against HGVs on the A515 for some five years led by a group of villagers. The action is now with the Yoxall Parish Council and other local PCs and SCC and the Lichfield District Council.</p> <p>The Neighbourhood Development Plan terms of reference do not include this issue</p>

15 contd	No contact details on form except "Yoxall resident for some years."				<p>5. Main car parking now is a community spirit with the pubs mainly. When they chose to come here this in their business plan would have been taken into account-car parks never full at any time throughout at the day or year. Weddings use pubs do well out of anyway.</p> <p>6. Traffic is a problem on A515 now- and quite dangerous 40 houses means xxxxxx [undecipherable] 60 to 80 new children 21/2 classrooms-village school that why people live here.</p> <p>7. Since when has a no vote meant yes? 51% to 49%-where is this allowed in Localism Bill? So no mandate for development at all. The anayliser is beyond its remit-please state in Localism Bill where this is democractally allowed or the requirement for retails, schools, church. The latter two do not come into the argument for increased population and the first is already present in the village. We are not a town. No mandate for extension of village. Please state in Fisherman where this is in Localism Bill and general results of the vote. That's why we have a village newsletter.</p>	<p>NA</p> <p>NA</p> <p>NA</p>	<p>Parking is a major issue raised by respondents to questionnaire and at workshops and with school. See also correspondence in Fisherman regarding parking at junction of Hadley Street and A515.</p> <p>Traffic</p> <p>See Yoxall Strategic Aim 4: To ensure that all new development in Yoxall does not make existing traffic problems worse.</p> <p>POLICY T1: TRAFFIC IMPACT ASSESSMENTS.</p> <p>106 Agreement tied to planning permission has an education contribution for new school places.</p> <p>For clarification the "vote" quoted was not a vote it was an answer in response to a question in the questionnaire sent to 600 homes in the village of which 130 questionnaires were returned and of these 51% stated they did not want any development in the village even though it was explained that the housing allocation was government policy implemented by ESBC.</p> <p>If I had the contact details of the correspondent I would refer them to our MP as this is beyond the remit of the Plan.</p>
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15 contd	No contact details of correspondent "Yoxall resident of many years,"				<p>8. Constant problems with traffic through village that has never been addressed, This is a village with plenty of empty spaces in Burton on Trent crying out for occupation.</p> <p>9. Industrial unit at beginning of village is not in keeping with the rural nature of the village as so many times stated in the report. The lack of cohesion in arguments in this report is woeful. Please address questions in Fisherman for all to see.</p> <p>10. Do you need a vote for the xxxx[unintelligible] if strategic development to be increased? Questions need to be asked.</p> <p>11. Dates posted in the Fisherman now in next edition when public consultation will be held not a month after it as mentioned in Fisherman much more helpful for disabled people!</p>	<p>NA</p> <p>NA</p> <p>NA</p>	<p>Traffic A good point and there has been a coordinated campaign against HGVs on the A515 for some five years led by a group of villagers. The action is now with the Yoxall Parish Council and other local PCs and SCC and the Lichfield District Council.</p> <p>Housing The housing allocation was government policy implemented by ESBC.</p> <p>A core principle of the process has been to consult with residents. There has been exhibitions, workshops, drop in days, Parish Council meetings, notices on the Parish notice boards, articles in Fisherman and reports in The Lichfield Mercury and information on the Parish Council website. Culminating in an exhibition and six week consultation period and the correspondent did not feel able to leave any contact details and by the way left their forms at the back of the church after the six week period!</p> <p>Housing development is controlled by ESBC planning.</p> <p>There will be a referendum on whether the residents wish to accept the PLAN.</p> <p>A notice was delivered to EVERY home in Yoxall explaining time, place, purpose of exhibition and six week period + notices in Lichfield Mercury for two weeks prior to exhibition</p>
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