



Etwall Neighbourhood Plan

2024-2041

Consultation Statement February 2026

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Abbreviations and Acronyms

ALS	Area of Landscape Sensitivity
DCC	Derbyshire County Council
EMIP	East Midlands Intermodal Park (part of the Freeport)
EPS	Etwall Primary School
FWH	Frank Wickham Hall
HMO	House in Multiple Occupancy
JPSA	John Port Spencer Academy
NDHA	Non-Designated Heritage Assets
NSIP	Nationally Significant Infrastructure Project
PRoW	Public Right of Way
SDDC	South Derbyshire District Council
Working Group or Group	Etwall Neighbourhood Plan Working Group

Introduction

1. This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations in accordance with the Localism Act 2011 for the Etwall Neighbourhood Plan. The legal basis of the statement is provided by Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations which states that a consultation statement should:
 - a) contain details of the persons and bodies who were consulted about the proposed Neighbourhood Plan;
 - b) explain how they were consulted;
 - c) summarise the main issues and concerns raised by the persons consulted;
 - d) describe how those issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan.

Local Planning Issues

2. There were a number of Local Planning Issues and concerns which led to the Parish Council deciding to develop a Neighbourhood Plan. These included:
 - Concerns over potential negative effects on Etwall caused by the review by the SDDC Local Plan Part 1, although it was recognised that the ‘making’ of the Neighbourhood Plan would be after the conclusion of the SDDC review
 - Surrounding parishes had developed Neighbourhood Plans and Etwall Parish Council could see the benefits of having its own Plan
 - Concerns over the negative effects of the East Midlands Intermodal Park (EMIP) (aka Freeport) – although the Parish Council was aware from the outset that a Neighbourhood Plan could not stop the development of the EMIP
 - Views from residents that new housing developments had increased traffic congestion in the Parish, and that traffic problems caused by local schools would be increased if pupil numbers continued to grow without there being suitable investment in traffic mitigation

Formation of the Etwall Neighbourhood Plan Working Group

3. The decision to prepare a Neighbourhood Development Plan was taken at the Parish Council Meeting in February 2022.
4. An initial Working Group (“the Group”) was set up to include five Parish Councillors, this Group met during the summer of 2022 and arranged an initial Consultation Event to invite the residents of the Parish to an information evening to gain support for the process.
5. At the Consultation Event on 24th September 2022, residents were asked to join the Group to develop the Plan. At this Event, the Group gave a number of talks in the form of a PowerPoint presentation along with a question-and-answer session and the opportunity to leave comments on issues for consideration.
6. A full Working Group formed of Parish Councillors and residents started work in January 2023. Eight residents have been part of this Group over the course of the three years. The size of the Group consolidated in 2024 to be five Parish Councillors and three residents. This is the Group which has produced the Submission Version of the Plan.
7. The Group considered a number of key issues which had been raised either at the September 2022 Consultation Event or as concerns at Parish Council Meetings.

8. The Application to designate a Neighbourhood Area under the Town and Country Planning Act 1990 Neighbourhood Planning (General) Regulations 2012 was developed and submitted in December 2022.
9. The designation of the Parish of Etwall as a Neighbourhood Area was agreed by SDDC on 26 January 2023.
10. The Group were present at the very popular Etwall Well Dressings in May 2023. At their stand they were able to meet residents, explain the importance of developing a Neighbourhood Plan and further understand the key issues which the residents of Etwall wanted to see addressed. The Group also attended a stand at the May 2024 and May 2025 Well Dressings to update residents on progress with the Plan and seek their comments and/or endorsement of the issues being proposed.

Pre-Regulation 14 Consultation

Development of the village questionnaire

11. From the key issues raised at the September 2022 event, the Group developed a questionnaire to learn the views of all residents and how to address their concerns. This questionnaire was delivered in September 2023 to all addresses in the Parish by the members of the Group.
12. The full questionnaire is included as Appendix A.
13. The questionnaire was split into eight sections:
 - Living in Etwall
 - Dwellings
 - Village Heritage
 - Environment
 - Infrastructure, Leisure and Amenities, and Local Economy
 - Pedestrians and Public Transport
 - Education
 - Freeport

The questionnaire was circulated to each household in the Parish, with parishioners invited to complete and return it via the Etwall Post Office or Etwall Pharmacy by the end of October 2023. Alternatively, an online copy, advertised via social media, was available to complete and submit digitally during the same time period.

Responses to the Questionnaire

14. There were 341 (26%) responses from the 1309 households in the Parish (2021 Census figure) to the questionnaire. The full analysis of the responses is available here [Responses to Village Questionnaire](#).
15. The 341 responses included 1161 comments relating to the key issues of:
 - Transport issues and congestion
 - Transport problems at school pick up and drop off times
 - Dwelling numbers and type
 - Preserving the character of the village

- Retaining open spaces around the village to maintain the distinction between Etwall and the surrounding villages
- Lack of infrastructure being provided to match new development
- Lack of amenities and services within the Parish – particularly the poor mobile phone service and the lack of a doctor’s surgery
- Importance of access to green spaces and protecting the environment

Statistical representation of answers to the Questionnaire

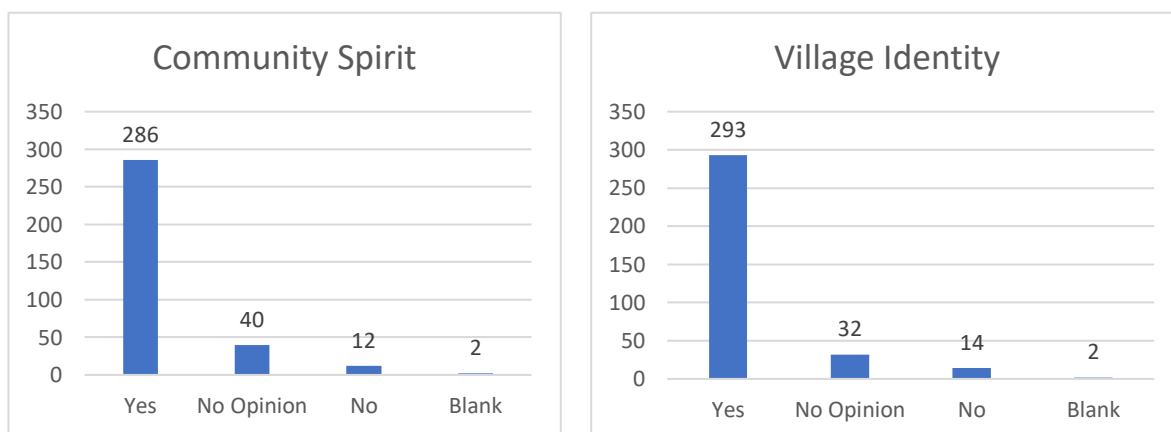
16. The following charts show the distribution of responses to key questions directly related to planning issues.

There are eleven tables below which reflect the key issues which came back from residents in their answers to the Questionnaire.

Key to tables: Where a number is quoted above a blue column, it shows (for clarity) the exact number of responses to that question. So, for the first graph about Community Spirit, 286 (84%) of the 341 respondents said that Community Spirit is important and 12 (4%) said it was not important. Regarding Village Identity, 293 respondents (86%) said it was important.

Living in Etwall

17. The Group wanted to know what was important to residents, what they liked about Etwall, so residents were asked: What do you like about living here? Are these aspects important?

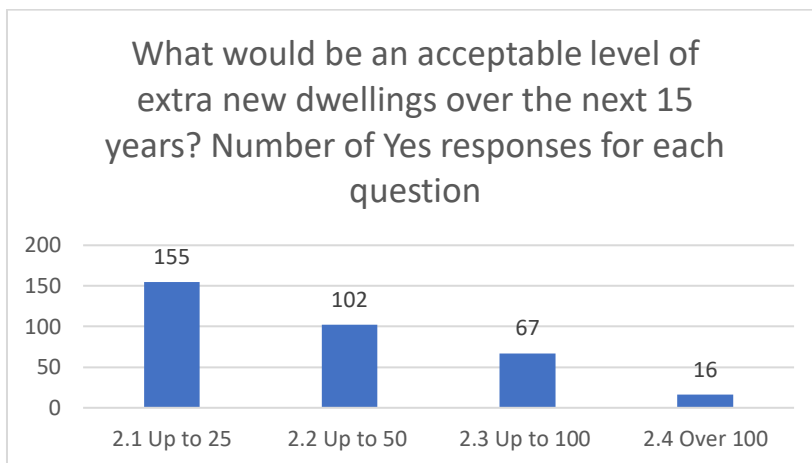


Conclusion: The Plan should focus on planning issues which would retain and build on the strong community spirit and village identity.

Dwellings

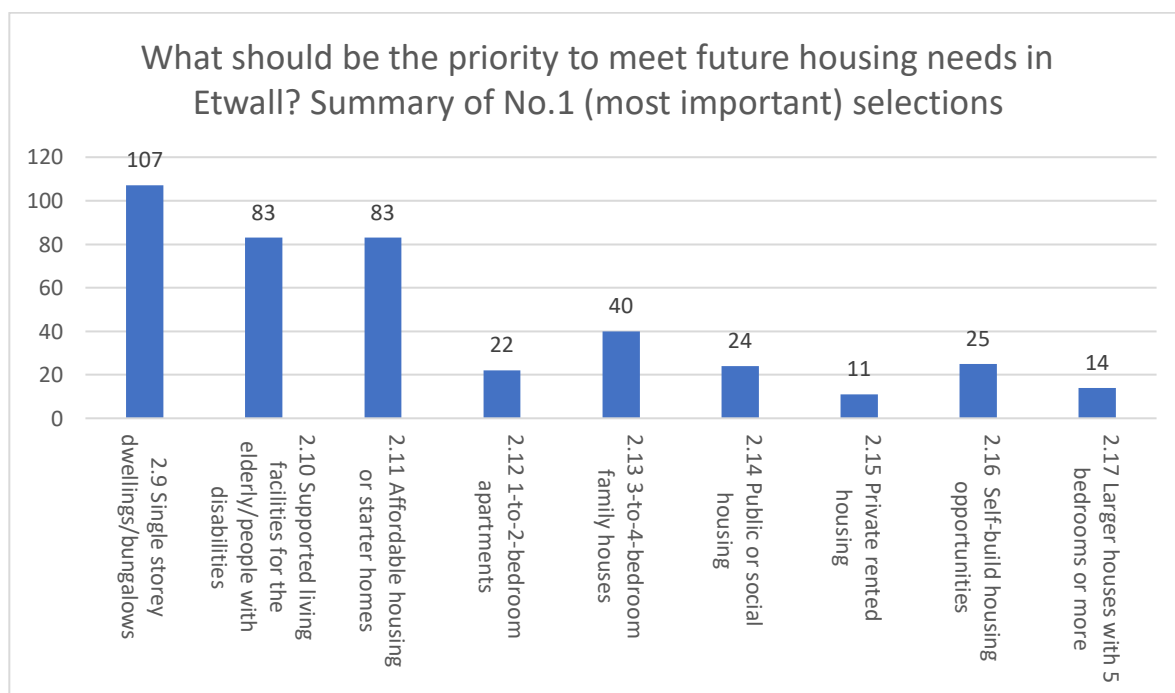
18. The Group wanted to know how much extra development would be acceptable in the Parish, so residents were asked:

Key: only 16 (5%) of 341 respondents believe that building over 100 homes is acceptable



Conclusion: Over 90% of the residents believe that a maximum of 100 new dwellings should be built in the village until 2041.

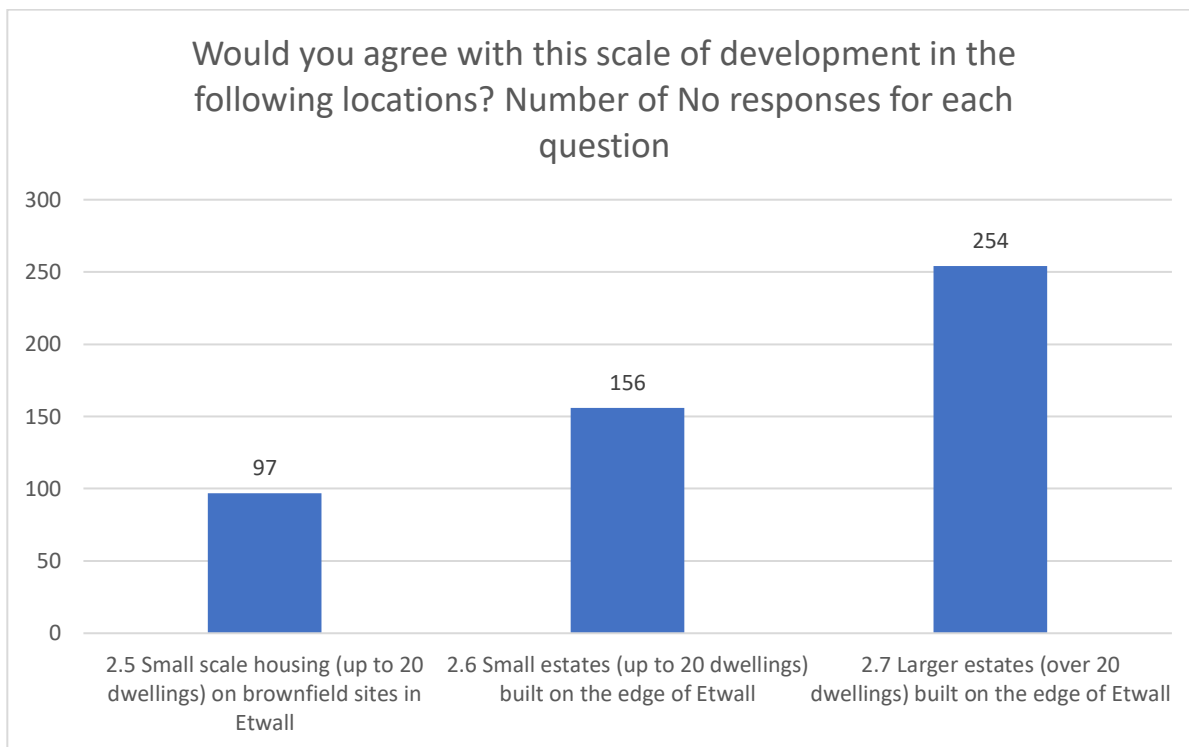
19. Residents were asked what kind of dwellings residents felt were most needed, what kinds of housing did residents want to see, and to rank these in importance:



Conclusion: the most important need is for the focus to be on bungalows and single storey buildings – 107 (32%) of the 341 respondents said that this was the single most important type of dwellings that are needed in Etwall.

20. Residents were then asked what sizes of development would be acceptable:

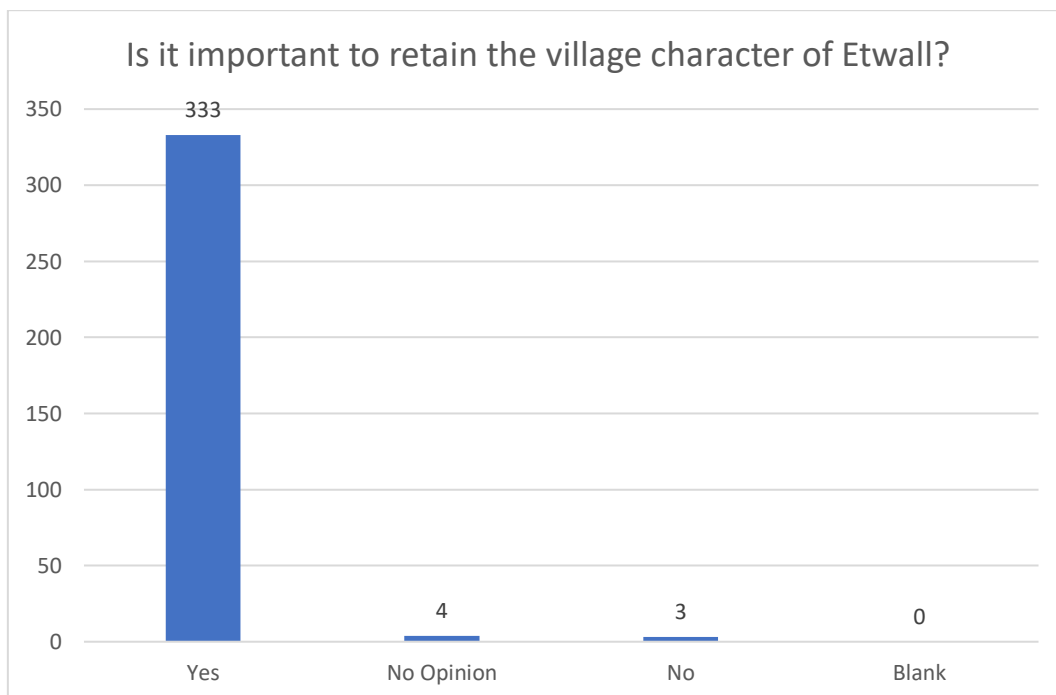
Key: 254 (75%) of 341 respondents said that larger estates built on the edge of the village would not be acceptable



Village Character

21. Residents were asked how important this was to them.

Key: 333 (98%) of 341 respondents feel that it is important to retain the character of the village

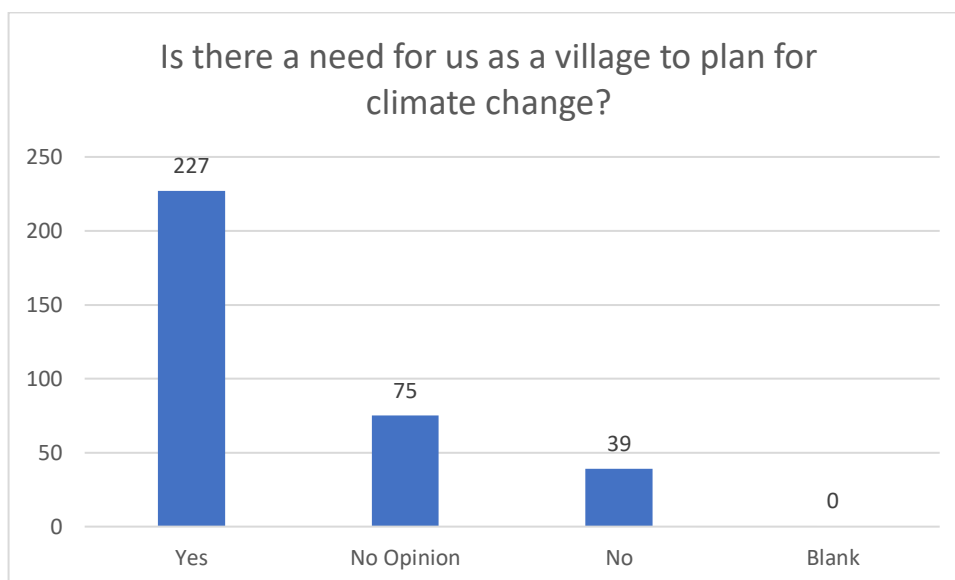


Conclusion: The Plan should focus on policies which would retain the character of the Parish.

Environmental issues

22. Residents were asked whether the Parish would support Policies to plan for climate change.

Key: 227 (67%) of 341 respondents said there is a need for us to plan for climate change

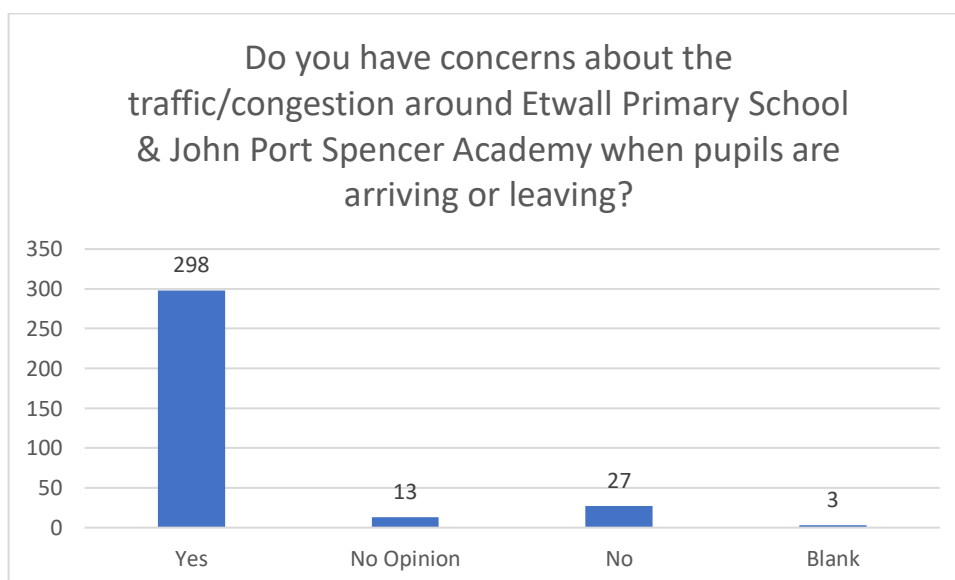


Conclusion: The residents of the Parish very clearly feel that we need to include Policies that will help us to plan for Climate Change.

Traffic and travel to the two schools in Etwall

23. The questionnaire asked if residents had concerns about the traffic/congestion around Etwall Primary School (EPS) and John Port Spencer Academy (JPSA) when pupils are arriving or leaving.

Key: 298 (87%) of 341 respondents have concerns about traffic and congestion around the village schools

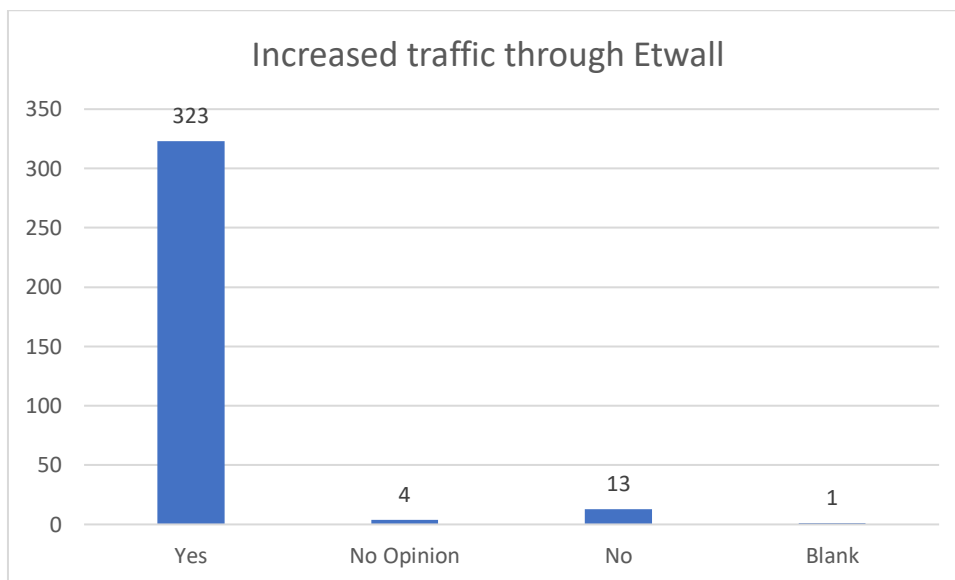


24. Traffic surveys confirmed that, on school days, the morning peak (08:00 to 09:00) is exceptionally busy and during the afternoon peak (14:00-15:30) the roads are close to gridlock, primarily due to cars waiting to collect JPSA pupils. Many cars are parked inconsiderately, exacerbating the situation.

Conclusion: Residents recognise this as a major issue. Etwall Parish Council intends to work with JPSA and other Authorities to reduce the negative impact of the school run.

25. Residents were asked if they had concerns over any increases in traffic through Etwall.

Key: 323 (93%) of 341 respondents are concerned about the levels of increased traffic.



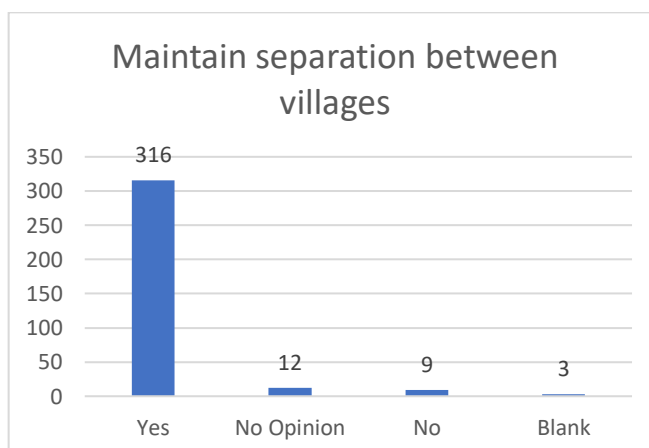
26. The expansion of the two schools contributes significantly to the increase in traffic. The recent developments off Egginton Road and Willington Road have also had an impact on traffic levels. The Alms Meadow development has added around 1000 vehicle movements per day to Willington Road. Egginton Road is now busier than Main Street, providing a route to the A50 at Hilton as well as Willington, Repton and Burton. Traffic monitoring on Main Street confirms an increase of 30% between 2021 and 2024. Any future housing development would exacerbate the issue further.

Conclusion: While each contributor to the increased traffic may only have a marginal impact in itself, the traffic passing through Etwall has increased significantly year on year, with no mitigation. The Plan proposes that any future development should mitigate the impact of any additional traffic it causes.

Development and growth of the village

27. Residents were asked whether development that expands the settlement area of the village would be acceptable. They were also asked if it was important to maintain separation with the surrounding villages:

Key: 316 (93%) of 341 respondents want to maintain the separation between Etwall and surrounding villages



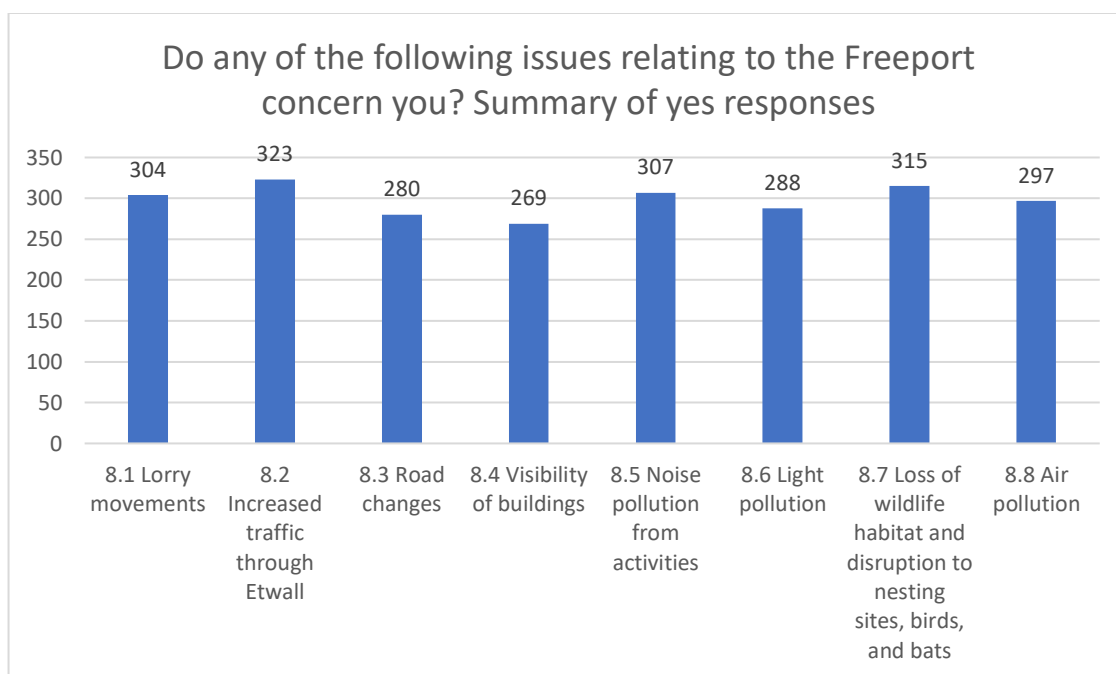
Conclusion: Residents clearly feel that any development should maintain separation between Etwall, Burnaston, Mickleover and Hilton – these being the nearest villages.

Freeport

28. The development of the Freeport on Etwall Common is one of the key issues which residents mentioned in their responses to the questionnaire. 132 residents replied with 128 being against the Freeport and 4 in favour

The Group have always made it clear that the building of the Freeport is a national planning initiative, which the Plan cannot stop.

Key: 323 (95%) residents had concerns about increased traffic through the village associated with the Freeport.



Conclusion: Residents have very significant concerns about the impact of the Freeport on life in the Parish. The Group therefore developed a set of key criteria which should be met to minimise the negative effects of the Freeport on residents. The Group is also keen to maximise any potential benefits to the residents of the Parish.

Other free text responses

29. In addition to the information contained in the charts above, there were 1161 text-based responses. These were all reviewed, categorised and considered with the statistical data detailed above when developing the Policies.

Taking the results of the Questionnaire forward

30. The Group analysed the responses given in the questionnaire, the key issues related to residents’ concerns over:

- There being too many new large houses (4 bed and over) being built
- Too few smaller houses for first time buyers and older residents
- Too few bungalows or other low rise flatted accommodation
- Too few houses which Etwall residents could afford to buy
- The potential negative effects of new building on the local environment

- The building of more new homes not being matched by the necessary increase in amenities, facilities and infrastructure
- The size of John Port Spencer Academy and its plans to increase in size
- Traffic congestion caused by school start and end times
- The negative effects of the Freeport on the Parish

31. The Group updated the Parish Council at its public meetings about the results of the questionnaire.
32. The Group agreed to focus on the issues raised by these key concerns. The Group set up smaller groups to consider the issues in greater detail, and this led to the development of the Policies now contained in the Plan.

Community Drop-In Event

33. A Consultation Event was held on 14th October 2024 to share with residents the proposed Policies contained in the Plan. For the Event, the Policies were printed on A1 sized posters and displayed around the walls of the Frank Wickham Hall. The Group also gave a PowerPoint presentation to explain the background and relevance of the Policies.
34. Overall, the feedback from the attendees was overwhelmingly positive, and the Group were encouraged by this feedback to develop the Plan in line with the proposals presented at the Consultation Event.



Photo 1: Residents at the 14th October 2024 Consultation Event

Feedback from the Community Drop-In Event

35. The feedback at the Event is included in Appendix B, along with comments from the Group made to residents on how this might inform the content of the Plan. The Group considered the feedback from the Consultation Event and refined the Policies now contained in the Submission Version of the Plan.

Endorsement by Etwall Parish Council

36. The Pre-Submission Version of the Plan was endorsed by Etwall Parish Council at the public meeting on 2nd April 2025. This Version can be viewed [here](#).

Regulation 14 Consultation

Timescales and methods of consultation

37. SDDC provided a list of all organisations which needed to be consulted. Letters were sent to all organisations on that list. All local businesses, farms and landowners were also consulted by letter or email to ask for their views on the Pre-Submission Version of the Plan. The Group also wrote to all landowners of the new Local Green Spaces which are proposed. Letters were delivered to all 15 properties (listed as A to O in the list of NDHA in Appendix D of the Plan) proposed to be nominated as Non-Designated Heritage Assets.
38. The Regulation 14 consultation ran from Monday 2nd June 2025 to Monday 11th August 2025, this was a ten-week period. The Consultation Period was originally planned to last from 2nd June until Monday 21st July, a period of seven weeks.
39. SDDC in their email of 12th June 2025 asked the Group to extend the Consultation Period to last until 11th August 2025. This request was made to give SDDC sufficient time to respond to the document. The Group agreed to this extension and informed all Consultees of the later deadline. Residents were also advised about the extension at the Consultation Evening on 24th June 2025, with the new end date added to the Parish Council website, posters displayed on all noticeboards in the village and advertised in the local magazine – Hilton & Dove Valley Life.

**ETWALL NEIGHBOURHOOD PLAN
2024-2041**

The public consultation will take place between
Monday 2 June to Monday 21 July 2025.
You will have an opportunity to speak with members of the Working Group, and view copies of the Pre-submission Draft and supporting documents.

Etwall Methodist Church Hall
Wednesday 11 June 7.30-8.30pm

Etwall Library
Thursday 12 June 2.30-3.30pm
Wednesday 18 June 10.30-11.30am

Formal Presentation – Frank Wickham Hall
Tuesday 24 June 6.00pm-8.00pm

All documents will be available on the Etwall Parish Council website to download and printed copies (for reference only) will be made available in the Library from 2 June and at all drop-in sessions.

THIS IS YOUR PLAN FOR ETWALL
Please tell us what you think

SCAN THE QR CODE BELOW AND COMPLETE THE FEEDBACK FORM FROM 2 JUNE

At this stage we are asking you to look at the Pre-submission Draft of the Neighbourhood Plan and use the feedback form to tell us what you think about the:

- Vision** – An image of life in Etwall from 2024-2041.
- Community Objectives** – these guide the Policies and help to deliver the Vision .
- Policies** – the guidance that we would want SDDC to consider and implement when making planning decisions that affect Etwall.
- Community Aspirations** – An outline of what we aim to deliver in order to improve life in the Parish

For more information or assistance with accessing the consultation documents, please Email: etwallndp@gmail.com

**ETWALL NEIGHBOURHOOD PLAN
2024-2041**

CONSULTATION PERIOD EXTENDED

SDDC asked for, and we have agreed to, an extension to the consultation period of three weeks.

If you have any comments on the Plan, these must now be received by midnight on **11 August 2025.**

All documents, including the feedback form, are available on the Etwall Parish Council website to download and printed copies are available in the Library.

THIS IS YOUR PLAN FOR ETWALL
Please complete a feedback form and let us know what you think

SCAN THE QR CODE BELOW AND COMPLETE THE FEEDBACK FORM BY 11 AUGUST 2025

The Pre-submission Draft of the Neighbourhood Plan is available on the EPC website. This is your chance to tell what you think about the:

- Vision** – An image of life in Etwall from 2024-2041.
- Community Objectives** – these guide the Policies and help to deliver the Vision.
- Policies** – the guidance that we would want SDDC to consider and implement when making planning decisions that affect Etwall.
- Community Aspirations** – An outline of what we aim to deliver in order to improve life in the Parish.

For more information or assistance with accessing the consultation documents, please Email: etwallndp@gmail.com

40. A range of methods were used to engage the local community with an online survey available on the Parish Council web site and three drop-in Consultation Sessions held during the ten-week Consultation Period as well as a Consultation Evening in Frank Wickham Hall on 24th June 2025.
41. Issues raised with members of the Group during the three drop-in Consultation Sessions are included at Appendix D.

Consultation Evening held on Thursday 24th June 2025

42. All residents were invited to attend a Consultation Evening in the village hall at which all Policies contained in the Plan were displayed on posters on the walls, to allow all attendees to read the detail, comment and feedback. Group members were available to answer any queries.
43. The Policies had also been made available to residents on the Neighbourhood Plan section of the Parish Council website, so all residents had had the chance to read the detail in advance.
44. The Group had also prepared a Summary document summarising the contents of the Plan and point residents to the sections which they might have more interest in. This Summary document is included at Appendix C1.
45. A presentation was given by the Group, including an overview of the process, the various Policies proposed in the Plan, and the way forward. This was followed by a full question and answer session.



Photo 2: Residents at the 24th June 2025 Consultation Evening

Feedback from Statutory Consultees and Development Companies

46. There were nine written responses relating to the Pre-Submission Version, submitted during the Consultation Period from Monday 2nd June to Monday 11th August. These were from:
 - Derbyshire County Council
 - Freeths (a development company)
 - National Highways
 - Natural England

- South Derbyshire District Council
- Lichfields (a development company)
- Providence (a development company)
- The Coal Authority
- Historic England

47. There were 70 issues raised from these responses which the Group judged warranted a response. These issues are covered in detail in Appendix F, together with the responses from the Group.

Feedback during the Consultation Period from residents

48. There were 22 issues raised by residents at the drop-in sessions or during the Consultation Evening on 24th June. The responses from the Group are included in Appendix D.

Feedback to the online questionnaire from residents

49. There were 49 substantial issues raised by residents to the online questionnaire. The responses to these issues from the Group are included in Appendix E.

Summary of key changes made to the Plan following the Consultation Period

50. A number of challenges were made to the size and areas covered by the Areas of Landscape Sensitivity (ALS). The Group reduced the number of ALS down from six to five. This also reduced the overall size of the land covered by the ALS.
51. In December 2025, the Group contacted the owners of the land included in the remaining five ALS, confirming that the ALS included parcels of land which we believed they owned and inviting them to contact the Group if they had any concerns or questions.
52. One resident criticised the lack of detail regarding support for local businesses in the Plan. The Group therefore added another section specifically relating to this.
53. Appendices D, E, and F include all the key issues which were fed back to the Group during the Consultation Period. The Group also gives their response to these issues and challenges, answering the issue and confirming if changes to the Plan were made in response to the comments made by consultees.

Endorsement and approval by Etwall Parish Council

54. The Submission Version of the Plan dated 26th September 2025 was approved by Etwall Parish Council at the public Parish Council meeting on 6th October 2025. This Version was slightly updated and changed to include the removal of a number of grammatical errors and spellings.
55. The updated Submission Version of the Plan, dated 31st October 2025 was approved at the public Parish Council meeting on 3rd November 2025.
56. The final Submission Version of the Plan, dated December 2025 was approved at the public Parish Council meeting on 1st December 2025.

Summary of correspondence sent out to property and landowners

57. Paragraph 37 above details how letters were sent in August 2024 to all 15 properties included as Non-Designated Heritage Assets (NDHA). An example of the letter is included as Appendix G1 in this Consultation Statement.
58. Paragraph 37 above details how letters were sent in June 2025 to all landowners of the proposed new Local Green Spaces (LGS). An example of the letter is included as Appendix G2 in this Consultation Statement.

59. Paragraph 51 above details how letters were sent in December 2025 to all owners of the parcels of land included in the ALS. An example of the letter is included as Appendix G3 in this Consultation Statement.
60. Further letters were sent in December 2025 to all 15 residential properties which are proposed to become NDHA. In these further letters, which were delivered to each property, the Group asked the resident to forward the letter to the property owner if the resident was not the owner. This further letter was sent to make all efforts to ensure that the property owner (not only the resident) was aware of the proposed nomination. This letter is included as Appendix G4 in this Consultation Statement.
61. Since the original list of NDHA was produced in August 2024, three additional assets were proposed by the community and were added to the list of NDHA in the Plan. These are not residential properties, they include two pillboxes and an osier tank listed as assets P, Q and R in Appendix D of the Plan. The Group identified the owners of the land on which these three assets are sited, and letters were sent in December 2025 to the landowners, advising them that an asset on their land was included as a proposed NDHA. This letter is included as Appendix G5 in this Consultation Statement.
62. The Group received no direct responses to the letters sent to the NDHA residents in August 2024, but there was one response from one of the owners to the letter sent in December 2025. The owner did not object to the designation as an NDHA, they confirmed that they were very interested in the preservation of heritage assets in Etwall and that they had spent many years restoring the NDHA as sympathetically as possible with many original features retained. They also wondered if the Group had considered designating the old brickworks site, near to their property. As there are no visible remains of the brickworks, the Group had not considered designating this site as an NDHA.
- g
63. The responses from LGS owners to letters sent in June 2025 were included in the responses from statutory consultees in Appendix F of this document. Appendix F also contains representations from three developers (Freeths, Providence and Lichfields) on behalf of the landowners of the sites they were looking to develop.
64. There was one response from the follow up letter sent in December 2025 to owners of the parcels of land within the ALS. That response came from Toyota UK Ltd, who own part of ALS6. They asked the Group to keep them informed about progress with the Plan, and they offered the support of their Environmental Team in the discussion of any plans going forward.

Appendix A – Etwall Neighbourhood Plan Questionnaire

Etwall Neighbourhood Plan Questionnaire September 2023



Background

Thank you for taking the time to read this. **Your views are important.**

We are asking for your help to assist us in developing a Neighbourhood Plan.

A Neighbourhood Plan is a statutory document which South Derbyshire District Council will need to consider when it makes planning decisions for Etwall up until 2040.

The Neighbourhood Plan will cover the full area of the Parish.

The Plan needs to represent the views of our community because once the Plan has been drafted it will need to be approved by Etwall residents at a referendum.

Please help us to make sure this Plan represents your views by completing this questionnaire.

If you would like to help develop the Plan, please contact us on etwallndp@gmail.com

How to complete and return your questionnaire

You can either complete this paper version **OR** you can fill in the form online at

<https://etwall.org.uk/etwall-neighbourhood-plan/> **OR** you can access the link via the QR code at the top of this form.

Please complete the form online or on paper by Tuesday 31st October 2023.

Anyone over the age of 18 can complete the questionnaire.

There are special collection boxes in Etwall Post Office on Willington Road and at Etwall Pharmacy on Chestnut Grove where you can return your completed paper questionnaire.

Everyone who completes a questionnaire and provides us their contact details will be entered into a prize draw.

3 winners will each receive £25 in shopping vouchers.

By providing your contact details we will also be able to keep you updated on progress.

GDPR Declaration: Your details will only be used to communicate with you on Neighbourhood Plan issues.

- If you agree with the question or statement, please tick the "Yes" box.
- If you disagree with the question or statement, please tick the "No" box.
- If you don't know or don't have an opinion, please tick the "No Opinion" box.
- There is one question where we ask you to rank your answer by asking for your priorities.
- At the end of each section there is space for you to add any extra comments you would like to make – or to raise any issues we haven't mentioned which you think are important.
- Additional pages may be added to this printed questionnaire if required.
- If you would like help in completing the form, please contact us on etwallndp@gmail.com

Name (optional):	Email address (optional):
Address (optional):	

Etwall Neighbourhood Plan Questionnaire – September 2023

1. Living in Etwall - What do you like about living here? Are these aspects important?

		Yes	No	No Opinion
1.1	Community spirit			
1.2	Village identity			
1.3	Village activities and community groups			
1.4	Proximity to woodlands, fields, and open spaces			
1.5	Location of Etwall - ease of access to surrounding areas and facilities			
1.6	Wildlife and ecology			
1.7	Footpaths and bridleways			
1.8	Cycle paths and cycle routes			
1.9	Education facilities within Etwall			
1.10	Leisure facilities in Etwall			

1.11	How many years have you lived in Etwall?	
1.12	How long would you like to stay living in Etwall? (in years)	

		Yes	No	No Opinion
1.13	Do you think there will be sufficient housing and adequate facilities to enable you to live in Etwall as long as you want?			

1.14	Are there any extra comments you would like to make?
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2. Dwellings - Etwall will be expected to provide sites for new dwellings over the next 15 years.

Etwall currently has just over 1200 households. What would be an acceptable level of extra new dwellings over the next 15 years?		Yes	No	No Opinion
2.1	• Up to 25			
2.2	• Up to 50			
2.3	• Up to 100			
2.4	• Over 100			
Would you agree with this scale of development in the following locations?				
2.5	• Small scale housing (up to 20 dwellings) on brownfield sites in Etwall			
2.6	• Small estates (up to 20 dwellings) built on the edge of Etwall			
2.7	• Larger estates (over 20 dwellings) built on the edge of Etwall			

2.8	Are there any sites within Etwall village and the Parish which you believe could be developed?
-----	--

What should be the priority to meet future housing needs in Etwall? Which of the following types of dwellings are needed? Please rank them in the order of importance with 1 being the most important and 9 being the least important – don't feel you need to rank all 9, rank as many as you feel are important.		Rank
2.9	• Single storey dwellings/bungalows	
2.10	• Supported living facilities for the elderly/people with disabilities	
2.11	• Affordable housing or starter homes	
2.12	• 1-to-2-bedroom apartments	
2.13	• 3-to-4-bedroom family houses	
2.14	• Public or social housing	
2.15	• Private rented housing	
2.16	• Self-build housing opportunities	
2.17	• Larger houses with 5 bedrooms or more	

2.18	Are there any extra comments you would like to make?
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Etwall Neighbourhood Plan Questionnaire – September 2023

3. Village Heritage

		Yes	No	No Opinion
3.1	Is it important to retain the village character of Etwall?			
3.2	Should more be done to protect the character of Etwall?			
3.3	Are there any extra comments you would like to make?			

4. Environment

		Yes	No	No Opinion
4.1	Do open spaces within Etwall need to be protected?			
4.2	Should safe access to the countryside around the village be improved?			
4.3	Is there a need for us as a village to plan for climate change?			
	Should any of the following features be included in any new development?			
4.4	• Maintain separation between villages			
4.5	• Renewable energy sources e.g. solar panels, heat pumps			
4.6	• Hedges, trees and wildflower planting			
4.7	• Open green spaces			
4.8	• Landscaping and open views			
4.9	• Play areas			
4.10	• Network of footpaths			
4.11	• Network of cycle routes			
4.12	Are there any extra comments you would like to make?			

5. Infrastructure Leisure and Amenities Local Economy

		Yes	No	No Opinion
5.1	Are the existing healthcare facilities adequate for the size of the village?			
5.2	Should safe cycling and walking networks be given greater priority?			
5.3	Is there a need to improve parking provision in and around the village?			
5.4	Are you concerned at the impact of road traffic and parking within Etwall?			
5.5	Do you have concerns about the traffic/congestion around Etwall Primary School & John Port Spencer Academy when pupils are arriving or leaving?			
	When going to the 2 schools in Etwall are there?			
5.6	• Safe walking routes			
5.7	• Safe cycling routes			
5.8	• Adequate parking spaces for pick up and drop off			
5.9	• Enough road crossing patrols			
5.10	• Enough pedestrian crossings			
5.11	• Safe speed limits on the surrounding roads			
5.12	Does the mix of shopping and services in Etwall need to improve?			
5.13	Should we encourage tourism within Etwall?			
5.14	Do we need to protect and secure the long-term future of existing community leisure and cultural facilities for all ages?			
5.15	Is there a need to promote the provision of new facilities to address the needs of an expanding village in the future?			
5.16	Do the current clubs and societies meet the needs of all the community?			
5.17	Is flooding a concern for you within the immediate area where you live?			
5.18	Are you held back from doing what you need to do by broadband issues?			
5.19	Is the mobile phone signal coverage in Etwall good enough?			

Etwall Neighbourhood Plan Questionnaire – September 2023

5.20	Are there any extra comments you would like to make? If you answered yes to 5.17, 5.18 or 5.19, please give details about any locations that concern you.
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6. Pedestrians and Public Transport

		Yes	No	No Opinion
6.1	Do we need to maintain and support sustainable transport links within, to and from Etwall?			
6.2	Are the public transport services for Etwall adequate?			
	Are you concerned about any of the following issues?			
6.3	• Vehicle speeds			
6.4	• Lack of off-street parking			
6.5	• Lack of cycle paths/networks			
6.6	• Roads without pavements			
6.7	• Street lighting			

6.8	Are there any extra comments you would like to make?
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7. Education

		Yes	No	No Opinion
7.1	Is there sufficient early years provision available in Etwall?			
7.2	Are there enough opportunities & facilities for before and after school activities?			
7.3	Are sufficient places available at Etwall schools for children living in Etwall?			
7.4	Does the planned expansion of John Port Spencer Academy concern you?			

7.5	Are there any extra comments you would like to make?
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8. Freeport

The development of the Freeport on Etwall Common is a policy decision by Central Government. The Plan cannot stop the building of the Freeport; however, it can influence and mitigate any negative effects on Etwall.

Do any of the following issues relating to the Freeport concern you?		Yes	No	No Opinion
8.1	• Lorry movements			
8.2	• Increased traffic through Etwall			
8.3	• Road changes			
8.4	• Visibility of buildings			
8.5	• Noise pollution from activities			
8.6	• Light pollution			
8.7	• Air pollution			
8.8	• Loss of wildlife habitat and disruption to nesting sites, birds, and bats			

8.9	Are there any extra comments you would like to make?
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Thank you again for your feedback

Appendix B – Issues raised at the 14th October 2024 Consultation Event

	TRANSPORT – COMMENTS	RESPONSE FROM THE WORKING GROUP
1	Disabled parking on Church Hill – lack of disabled parking close to the steps. The church aims to be open every day as a 'community hub' for the elderly.	As off-road parking is in short supply we need to allocate appropriately. There are currently two disabled spaces on Church Hill close to the Alms Houses and one disabled parking space on Ivan Way car park. The Parish Council will consult with Alms Houses residents before considering whether to allocate an extra space or move one space.
2	Sandypits Lane – we have had comments previously that lighting close to the car park is inadequate.	Local residents consider that, if introduced, it would need to be 'low level' to minimise interference. The Parish Council will consult DCC Highways team on this issue.
3	Suggestion that JPSA could stagger start / finish times to reduce congestion peak.	JPSA consider this to be impractical as it would involve some pupils waiting for buses and some cars parking in the village for longer periods if picking up pupils who finish at different times. The Parish Council accepts this reasoning.
4	Various suggestions regarding speeding and parking.	Speed Bumps along Main Street are not appropriate as it is not a residential street, its prime function being the passage of traffic. The Parish Council will continue to press for implementation of measures to reduce speed, however expenditure cannot be justified on safety grounds as there is little history of collision injuries. Enforcement of parking restrictions is now under Local Authority control. The Parish Council will continue to request that DCC’s Civil Enforcement Officers visit Etwall more regularly. Residents are encouraged to report all parking violations to DCC as this will ensure that the extent of the problem is understood.
5	Coach parking on Main Street during day.	Discussed with JPSA Head – issued resolved. Needs monitoring.

	TRANSPORT – COMMENTS	RESPONSE FROM THE WORKING GROUP
6	Turning Circle Barrier – can this be left opened during evenings and weekend.	JPSA Head agreed to investigate. The barrier has remained open outside school hours and is available for public parking. JPSA has also agreed that the Bus Park can be used as a public carpark when not required by JPSA.
7	Surprised by the focus on cycling to Mickleover along A516. The Greenway is excellent and fulfils this need, would love similar to access Willington and existing canal path BUT – Greenway not lit and takes you to the wrong part of Mickleover.	Most commuters feel less safe on remote cycle paths, especially where there is no lighting. A cycle path along A516 would be more amenable, and direct. The verge is wide enough to accommodate a cycle path.
8	Cycle commuting to South Side of Derby (Royce’s) is safest via the City Centre – Huge Dog-leg.	This is outside the remit / control of the Etwall Neighbourhood Plan and Etwall Parish Council.
9	Need a cycle route to connect Etwall to Willington, lots of school children could then cycle to school.	While these routes are mainly outside Etwall Parish, an aspiration to work with neighbouring Parishes to implement this is included in the Plan.
10	We disagree with lack of support for speed humps. They are brutal but they work – like the ones in Hilton, Main Street.	<p>The DCC Highways team considers that Main Street and Egginton Road are not suitable for speed bumps as their main function is the passage of traffic, rather than being primarily residential. Build outs to narrow the carriageway or chicanes may be an alternative. However, the collision history does not justify expenditure on safety grounds.</p> <p>The Parish Council is considering whether entrance ‘gates’ at the main entrances to the village would be beneficial in reducing traffic speed.</p>
11	Parking outside Etwall Pharmacy (Chestnut Grove) is too tight, blocking traffic – cars should park horizontally.	The Parish Council has looked into this but it would require highways investment to increase the parking spaces. Parallel parking would reduce the spaces available, and impact on the businesses. The Parish Council will consider whether it would be beneficial to have the parking spaces marked by white lines
12	The village cannot continue to be a ‘no go’ area for residents because of John Port parent parking. A bus service is provided for students.	This is a major issue for the village. The Parish Council is working with JPSA to reduce the impact of the ‘school run’.

	TRANSPORT – COMMENTS	RESPONSE FROM THE WORKING GROUP
		It is unlikely that indiscriminate parking can be prevented without an alternative car park being available. The Parish Council consider that introduction of double yellow lines will simply push the traffic onto other village roads.
13	I feel speed bumps would be a great idea to slow drivers down near the bus stops heading to and from Hilton.	DCC Highways team advice is that speed bumps are not appropriate on Main Street as its main purpose is the passage of traffic, including the Villager and buses for the schools.
14	Noise Pollution from the A50 is deafening, no protection for Etwall residents.	The A50 is owned and operated by National Highways so is outside the remit of the Local Authority. The National Highways website states that they now install ‘low noise’ road surfacing when existing highways are resurfaced.
15	Buses are unavailable, often cancelled, so end up taking car.	The bus service is co-ordinated by DCC. The Parish Council has discussed this issue with DCC and will continue to liaise with other Councils to seek improvements to the service.
16	Yellow lines needed to stop parking on the junction of Hilton Road and Egginton Road – this is dangerous. This is mainly due to school related parking.	Yellow lines may discourage long term parking but they are unlikely to discourage short term parking as they are only enforceable by Civil Enforcement Officers. The Parish Council recognise the problem and will discuss potential solutions with DCC Highways Team.
17	There is also traffic congestion from Main Street to Willington Road. This needs attention to ensure safety and no blockages.	Double yellow lines on Willington Road are not acceptable to residents who do not have access to off-road parking or local businesses. The Parish Council will seek advice from DCC Highways Team as to potential improvements.
18	Would 20mph limit in village with speed cameras (fines) be worth considering.	20 mph is not appropriate as Main Street is not, primarily, a residential street, its main function being the passage of traffic. The Parish Council is arranging for additional SIDs (Speed Indicator Devices) to be located in the village during 2025/6. While the location of two large schools may be an argument for a 20mph limit, at school start and finish times traffic speed is generally below 20mph due the density of traffic.

	TRANSPORT – COMMENTS	RESPONSE FROM THE WORKING GROUP
19	Hedgerows have made many junction sightlines more dangerous, particularly Belfield Road / Egginton Road and Burnaston Lane / Main Street.	The Parish Council has written to the owners where the issue has been brought to their attention. Residents should continue to report these issues to the Parish Council
20	The A516 between the Seven Wells and Burnaston Garage is a great danger to motorists at night. It is very badly lit with barely visible road markings and ‘Cats Eyes’. It can only be a matter of time before there is a major accident, particularly after the good lighting at the Mickleover end.	Main Street road markings were repainted in August 2025.
21	“20’s Plenty’ signs for Belfield Road, Willington Road, Oaklands Road and Lawn Avenue.	Currently there are none of these signs in Derbyshire. The Parish Council will consult with DCC Highways team to see if they are appropriate for Etwall.
22	Request all JPSA parents to respect villagers, also need to get out onto Main Street from Burnaston Lane during school run.	The Parish Council is working with both schools to try and reduce the problems caused at school start and end times
23	Cyle lane on Main Street filled with cars	Advisory Cycle Lanes, such as those on Main Street, are not supported by legislation. The Parish Council recognises that the cycle lane is of minimal use and has an aspiration to introduce formal cycle paths where practical, but also recognises the requirement for roadside parking to support local businesses.
24	Double yellow lines on Main Street – no parking and enforced.	The Parish Council will take advice from DCC Highways team on this issue; however, it also recognises that introduction of double yellow lines on Main Street is likely to push the issue onto other village roads.
25	Fine enforcement during peak school times	Enforcement is the responsibility of DCC. The Parish Council has requested the presence of their Civil Enforcement Officers in Etwall. However, as DCC responds to issues reported to them, residents should report infringements to DCC.

	TRANSPORT – COMMENTS	RESPONSE FROM THE WORKING GROUP
26	More cars are using the entrance and exit at the junction of Main Street and Burnaston Lane – this area should be widened to avoid accidents.	While the Parish Council will continue to work with DCC to improve the safety of this junction, the collision history does not justify expenditure on safety grounds.
27	Cycle route along Main Street and up A516 to Mickleover.	The DCC Highways team considers that a cycle route along Main Street would be extremely challenging to implement. It is an aspiration of the Plan to implement cycle routes to neighbouring parishes.
28	During summer months, FWH car park is full with bowling and afternoon clubs in the Hall.	The FWH car park is a public car park and, as such, its use is not controlled or reserved for specific purposes.
29	FWH is a village asset and not a parking space for the schools. School impact in evenings when parents evening takes place.	The FWH car park is a public carpark and as such its use is not controlled. The Parish Council is liaising with JPSA to minimise the effects of parking at all times.
30	Will JPSA contribute funds for traffic calming and parking. If they can afford to expand they can afford to contribute towards their local environment.	The Parish Council is liaising with JPSA and will discuss how they can contribute towards measures to reduce congestion and parking problems.
31	Egginton Road / Hilton Road junction dangerous to cross on a school morning without the lollipop man. Like the idea of caretaker’s house being used for school nursery.	Our traffic surveys show that this is now the busiest junction in the village. We will work with DCC to examine what measures can be introduced to reduce conflict; however, the low level of collision history means expenditure on safety grounds is not justified.
32	Could an additional entrance to JPSA be provided from the A516 away from the village on the north side of the school grounds?	The Parish Council will work with JPSA and DCC to see whether this could be possible
33	Need cycle route to Willington – connect villages again – cut off from A38 – A50 – reduce school traffic – unsafe access to walk to Willington – no path or safe route to walk or cycle.	The Parish Council has fed into South Derbyshire’s proposed cycle routes that it should be an aim to have a footpath and a dedicated cycle route between Etwall and Willington

	TRANSPORT – COMMENTS	RESPONSE FROM THE WORKING GROUP
34	As per follow on actions/plans traffic flow is key to any development and may need tackling holistically rather than on individual points but that is the point of the plan!	The Plan contains provisions that all development should include provisions to avoid further congestion and should include improvements to cycle and footpath routes
35	Traffic/parking/cycle-path needs more consideration	This issue is supported and discussed extensively, in the Plan. The Parish Council will consult with the appropriate Authorities to determine what practical improvements could be introduced.
36	I am concerned at the reckless driving especially at school drop off/pick up times, and new 6th form drivers parking outside the church which block spaces for church go-ers	The Parish Council will work with JPSA to see what can be done to minimise disruption. However, the spaces by the church are public parking spaces, there are no plans to change this.
37	Main Street needs double yellow lines and traffic fines for parking during peak school hours	Parking restrictions on Main Street would simply push traffic onto other village roads. The Parish Council will work with DCC, and others, to reduce congestion.
38	Church Hill is blocked by school hour parking so that emergency ambulances cannot reach our house. All road parking needs banning and enforced with fines.	<p>The Parish Council will request advice from DCC Highways Team on this issue.</p> <p>There is no intention to ban roadside parking as this would impact on businesses and residents who do not have access to off-road parking; however, the Parish Council will work with the appropriate Authorities to reduce the impact of inconsiderate parking.</p>
39	Suggestion: Turn football field (by Library) into a car park. The folks living on Church Hill are completely cut off four times a day for ambulance, fire engines etc	The King George V Playing Field is owned by a Trust, to be used as a playing field, therefore it cannot be used for any other purpose. The Parish Council will consult with DCC Highways team regarding maintaining access to houses on Church Hill.

HOUSING – COMMENTS		RESPONSE FROM THE WORKING GROUP
1	We do not want a huge number of tiny houses with no front/brick gardens or parking spaces – just look at the narrow streets / tiny houses / lack of parking facilities in Hilton. We want well designed houses, no higher than two storeys.	We commissioned a Design Code to set out guidance for how houses should be built. We agree that sufficient off-street parking should be provided for all new homes.
2	In taking account housing needs, current 3-bed houses that have been extended to 4 or 5-bed need to be considered.	Point noted.
3	More bungalows and amenities for old people	Agreed, the Plan will include this as an aspiration
4	Flooding is my concern – Egginton Road (west) floods. Build on there – where will be water drain – fields between Egginton Road and sewage works.	The Plan will include provision that we do not support building on land which regularly floods or building which will lead to more flooding elsewhere.
5	I just see some glaring contradictions: i.e. 2500 more homes, when (a) we are struggling already with traffic four times a day; and (b) doctors’ appointments are like gold dust (I’ve missed several being unable to get there in time due to the untenable traffic jams plus people’s double-parking	The 2500 new homes will be built on the edge of Derby City, not in Etwall. This development should not cause extra congestion in Etwall.
6	It is not more housing I am against, it is the lack of beauty and architectural budget cutting, visual repulsive cookie-cutter designs	We have commissioned a Design Code and Guidance which developers will need to follow. This should address this concern.
7	Do better on character of new builds or don’t build	We have commissioned a Design Code and Guidance which developers will need to follow. This should address this concern.
8	Planning is allowing 2,500 new homes on prime agricultural land yet deny building an affordable 2-3 bed bouse in a residential area and in-keeping style in DE65 6LT	That is a decision by SDDC. We cannot comment on an individual application.

EDUCATION – COMMENTS		RESPONSE FROM THE WORKING GROUP
1	Use of JPSA for evening / community education of wider benefit.	The Parish Council has requested several meetings with JPSA but nothing seems to be forthcoming. It will add to the agenda of a future meeting to see how this can be moved forward.

AMENITIES, ENVIRONMENT, LOCAL GREEN SPACES – COMMENTS		RESPONSE FROM THE WORKING GROUP
1	Scout Hut is a charity and should be shown as such on map.	The only charity shown on Map 10 is Linjoy Wildlife Sanctuary. The Scout Hut is marked as gold – education or leisure.
2	Broadband speeds are well below national average and seem to be deteriorating.	This is not something that a Neighbourhood Plan can influence but we are actively looking for an appropriate site for a mast.
3	Why not share masts, signal issue is provider specific.	We have had discussions with St Helen’s Church for an appropriate mast to be installed within the Church tower. Unfortunately, this was not possible so we are seeking an alternative site
4	The village lacks suitably large communal facilities. The village hall is too small, too expensive for local groups and is unavailable during the day for people from Etwall who need activities for physical, social and mental health – look at what Hilton provides – activities / café etc. The Leisure Centre is too expensive and over-subscribed; we need a village facility.	<p>The FWH can be hired from £9.50 per hour, although the booking currently has to be for a minimum of three hours. It may be possible to introduce an hourly, daily or afternoon rate but this will need to be discussed by the Frank Wickham Hall Committee.</p> <p>The Hall is the largest venue in the village and can seat parties of up to 100 people with tables and chairs. There is also the smaller Nightingale Room available for hire that can accommodate approximately 30 people.</p> <p>There are a number of regular bookings, such as the Wednesday Coffee Club once a month and Art Club on Tuesday afternoon, and it is also used regularly for pre-school children during term times but it is worth contacting the booking clerk for availability.</p> <p>The Methodist Church Hall, the Scout Hut and/or Cricket Club are all available for hire and will suit most requirements.</p>

AMENITIES, ENVIRONMENT, LOCAL GREEN SPACES – COMMENTS		RESPONSE FROM THE WORKING GROUP
5	(Willington Road) Gas main upgrades started and fizzled out – what is going on?	<p>There is a need for more information regarding this query as it is unclear which area they are referring to.</p> <p>Having contacted Cadent they have confirmed that no work is planned in this area within the next twelve months.</p>
6	Sandypits Field – two problems (1) litter – not suitable litter bins in new car park – one needs to be for recycling. Also, more litter notices needed. (2) Lack of hedgerow maintenance; trees planted by Derbyshire County Council in February 2023 neglected. Boundary near Sandypits Lane over-run by nettles and brambles, swamping hedge seedlings (also planted by DCC).	<p>The Parish Council will look into providing a recycling bin with SDDC. More signs will be put up around the village not just Sandypits. It should be noted that the ‘Etwall Wombles’ do sterling work to ensure the village stays as clean and litter free as possible.</p> <p>The Parish Council is aware of a number of trees that have died and are currently in discussion with the Heartwood Community Forest to ensure that the Parish benefits from significant planting of woodlands. Sandypits is one of the sites being considered.</p>
7	44? enhance this wild meadow – beautiful landscape. Need a wildlife conservation area.	<p>Whilst this point was unclear, the Group have considered all options for protecting wildlife corridors and creating protected new Green Spaces</p>
8	Mobile signal in village absolutely useless!	<p>We are looking to see if a new mobile mast could be erected in the village centre.</p>
9	Noise pollution? A50 very noisy particularly where it rises above the treeline. Other buildings will add to it as will Freeport. Mitigation!	<p>We cannot do anything to reduce noise from the A50. We will include proposals to mitigate all forms of noise and light pollution from the Freeport.</p>
10	Detailed action points to protect wildlife with positive communication with landowners and farmers to stop the use of toxic/carcinogenic spraying, stop the use of glyphosates, look at other Councils’ alternative plans/actions in green space management	<p>We feel this is outside the scope and remit of a Neighbourhood Plan.</p>
11	Disgraceful telephone and internet	<p>We are looking to see if a new mobile mast could be erected in the village centre.</p>

AMENITIES, ENVIRONMENT, LOCAL GREEN SPACES – COMMENTS		RESPONSE FROM THE WORKING GROUP
12	For phone reception; I’ve sat in the rain! sleet! snow! for 36 winters! I am pensioner so old, cold and fed up . Get a post up – you can put it in my garden!	We are looking to see if a new mobile mast could be erected in the village centre.
13	Sandypits Lane field, litter bins and notices	Insufficient detail to allow us to respond. See also 6 above. The Parish Council will look into providing more litter bins with SDDC. More signs will be put up around the village not just Sandypits. It should be noted that the ‘Etwall Wombles’ do sterling work to ensure the village stays as clean and litter free as possible.

AREAS OF LANDSCAPE SENSITIVITY – COMMENTS		RESPONSE FROM THE WORKING GROUP
1	I support the protection of the areas highlighted.	
2	It may not need protecting because of noise limits but the field south of Jacksons Lane keeps the A50 out of the village. Lose the distinction and soon we’ll have the A50 in the middle of the village. Important ecological corridor and perfect space for a ‘tiny forest’ to screen against A50 and Freeport.	ALS 6 has now been redefined and includes the fields to the north of the A50.
3	The Nook and Alms Meadow Estates must not be connected – please! On Alms Meadow we pay SDDC council tax and a maintenance fee for our upkeep (government directive). Residents on Alms Meadow have to pay for all repairs to play equipment!	This comment is noted and understood, but connecting the two may be an option to improve connectivity from Willington Road to Egginton Road for the benefit of the village as a whole. Two comments below ask for this connection to be made. A connection could significantly improve access for people walking or cycling from Willington Road to Egginton Road. However, we understand it was a planning condition that there was no link between The Nook and Alms Meadow.
4	Why isn’t land west of ALS2 included? Seems a good corridor before by-pass.	The Working Group felt this area did not meet the criteria for nomination as an ALS when this was originally looked at.

AREAS OF LANDSCAPE SENSITIVITY – COMMENTS		RESPONSE FROM THE WORKING GROUP
5	It would be good to be able to walk through Alms Meadow to Nook!	A connection could significantly improve access for people walking or cycling from Willington Road to Egginton Road. As seen in the comment 3 above, residents of Alms Meadows may have concerns about this connection.
6	Link to footpaths on Alms Meadow and The Nook to create a safe and lit route for walkers, cyclist and runners.	Same response as in issues 3 and 5 above relating to ALS.

FREEPORT – COMMENTS		RESPONSE FROM THE WORKING GROUP
1	Freeport development to include designated and accessible green spaces – preferably lots of it.	An aspiration of the Plan is to ensure that, when appropriate, mitigation is in place to ensure there are minimal negative effects to Etwall Parish from the Freeport.
2	Nigel Dolan at Goodmans is a good contact for Freeport information.	Noted
3	Freeport not needed!	The Freeport is a NSIP. Decisions will be made by Central Government. The Plan can only aspire to mitigate any negative impacts from the Freeport.
4	Not sufficient attention is being given to mobile phone signals – not just for residents but for taxis and visiting tradesmen.	Unfortunately, mobile phone signal is not something that the Neighbourhood Plan can address specifically. However, work has begun in order to understand if a new mast can be provided within the village.
5	Freeport. Protection of south side of village from noise and light pollution. Mitigation of ecological and drainage impacts.	These potential impacts have been included in our aspirations for mitigations against any negative impacts of the Freeport.

Appendix C - Summary Documents produced by the Group

C1 – Etwall Neighbourhood Plan – A Summary Document for Residents (published May 2025)

What is the Neighbourhood Plan?

The Etwall Neighbourhood Plan (the 'Plan' from now on) is a statutory Land Use document, to be used by the South Derbyshire District Council (SDDC) Planning Team when considering Planning Policies and Planning Applications which affect Etwall.

As the Plan is a statutory document, it needs to be written using the correct technical terms. It also needs to be comprehensive; it comprises of more than 160 pages, including Appendices.

What will be the benefits of having a Neighbourhood Plan?

Once the Plan is agreed and endorsed by the residents of Etwall Parish, it will be examined and formally adopted by SDDC. At this point it will be taken into account when SDDC make their Planning Decisions.

The Plan addresses the issues which Etwall residents consider important, and explains how the village and the Parish should develop over the next 15 years.

The Plan aims to explain why Etwall is a good place to live and how it should be protected, whilst still allowing suitable development aimed at improving the quality of life for residents.

How does the Etwall Neighbourhood Plan fit alongside the SDDC Local Plan?

The SDDC Local Plan explains how SDDC will meet its needs for new housing throughout the District

The Neighbourhood Plan sets out how development within Etwall Parish should be carried out and what mitigation and extra investment is needed to ensure that the necessary infrastructure, services and facilities are provided to accompany a development.

What have the Parish Council done so far?

The Etwall Parish Council agreed in February 2022 to set up a Working Group to develop the Plan.

The Working Group has produced a Draft Neighbourhood Plan for Etwall Parish which was approved by the Parish Council at its meeting on 7 April 2025.

This Summary has been produced to explain the main points in the Plan in non-technical terms and help readers find their way around the Plan. The Summary is available as a printed document and online on the Etwall Parish Council website.

What are the next steps?

- The Parish Council is required to consult with residents, local businesses and service providers.
- The consultation period will run from **Monday 2 June to Monday 21 July 2025**
- The Working Group will collate all comments received and amend the Plan where necessary to produce a 'Submission version' of the Plan.
- The Plan is submitted to SDDC for their approval and scrutiny by an Independent Examiner.
- Once approved by SDDC and the Examiner, SDDC will arrange a referendum for residents to vote on whether they want the Plan to be adopted.

What are we asking you to do; how to provide feedback on the Plan?

- Please complete the feedback form online at <https://etwall.org.uk/etwall-neighbourhood-plan/> **between 2 June and 21 July 2025**, or
- Paper versions are available in Etwall library which can be handed in at the Library once completed.
- If you want more information or help, you can email at etwallndp@gmail.com.
- In addition to the feedback form there will be a number of formal and informal communication events during the consultation period.

SUMMARY OF ISSUES CONTAINED IN THE PLAN

Housing Issues

There is currently no expectation of additional major development in Etwall Parish in the short term other than that permitted by the SDDC Local Plan Policy Part 1, Policy H1 once adopted. This allows for up to 25 dwellings either within the Settlement Boundary or adjoining the Settlement Boundary as an exceptions site or cross-subsidy site.

The Etwall Neighbourhood Plan will be reviewed in five years' time at which point it may need to be amended to align with a new Local Plan approach. One of the main objectives of developing this Plan is to enable Etwall residents to be able to afford to continue to live in the Parish.

The Working Group commissioned AECOM to undertake a Housing Needs Assessment (HNA) for the Parish to get a better understanding of the existing housing stock and to understand the likely housing needs of the local population up to 2039. Having this analysis for the Parish provides evidence and an understanding of the role of the Parish within the wider Housing Market Area.

The current mix of housing in Etwall is generally weighted in favour of larger and detached homes. Over 52% of all homes in the Parish are detached houses (compared to around 41% across South Derbyshire and 23% across England). It was also noted within the AECOM Housing Needs Assessment report commissioned by the Working Group, that there are sufficient 4-5 bedroom properties in Etwall to meet future needs.

Any new developments should be mindful of this and focus on bungalows, 2-3 bedroom properties, and affordable dwellings that can be adapted for our older or disabled residents. SDDC expects 30% of homes on sufficiently large sites to be affordable.

For more information, please see [Chapter 18](#) of the full Draft available on the Parish Council website.

Transport and Traffic Issues

87% of respondents to the initial consultation questionnaire had concerns about the level of traffic, vehicle speed, junction safety, cycling facilities, parking spaces or inconsiderate parking around the village centre.

Many perceived the roads to be unsafe.

Records of vehicle collisions that result in serious injury are so low that Etwall roads are categorised, by DCC Highways, as safe and, therefore, investment aimed at improving road safety cannot be justified.

This does not mean there are no issues. School start and finish times, for example, create congestion and conflict to the extent that some residents feel so intimidated they avoid using the roads. Both schools continue to expand and the Alms Meadow development has added 1000 additional vehicle movements per day, all without any mitigation measures to limit the impact on village roads, or the lives of residents.

Some residents suggested solutions to specific issues which they thought would work for them, while others suggested opposing solutions, for example, some residents wanted all roadside parking prohibited while others thought there were insufficient parking spaces in the village centre. The Policies and Aspirations, therefore, may not meet every expectation.

To enable readers to understand the basis for the Working Group's proposals, more detail and background data is available in the document [Traffic Review](#) which is available on the Etwall Parish Council website.

The Working Group has taken advice from appropriate Authorities, reviewed relevant guidance, used available data and carried out its own surveys before formulating the Policies and Aspirations included in the Plan.

For more information, please see [Chapter 16](#) of the full Draft available on the Parish Council website.

Local Green Spaces

Preserving existing green space is key to retaining the rurality of Etwall. Designation of an area as a Local Green Space (LGS) offers some protection against future development. SDDC, as part of its Local Plan, designated 8 spaces, within Etwall, as Local Green Spaces.

In consultation with residents, the Working Group has proposed a further 7 spaces be included as Local Green Spaces. The existing and proposed LGS can be seen on Map 6 and are detailed in Appendix E.

For more information, please see [Chapter 13](#) of the full Draft available on the Parish Council website.

Areas of Landscape Sensitivity

Recent major development on allocated sites has extended the footprint of Etwall village significantly. The preparation of this Plan provided the opportunity for members of the Working Group to identify the value and significance of the open fields adjoining the Settlement Boundary and to provide a policy framework that could be taken into account in future decision making.

Map 4b identifies the Areas of Landscape Sensitivity that are character forming and a valued landscape feature. Appendix G clarifies the criteria used by the Working Group to recognise these important areas.

For more information, please see [Chapter 11](#) (from paragraph 78) of the full Draft available on the Parish Council website.

Non-designated Heritage Assets

While Etwall village centre is a designated conservation area there are a number of buildings outside that area which, for various reasons, contribute to Etwall's historic character. As Non-designated Heritage Assets these buildings and structures can be protected from inappropriate development proportionate with their heritage significance.

The Working Group worked with the SDDC Conservation Officer and the Etwall & Burnaston Local History Society to identify 18 buildings and structures, shown on Map 7b and detailed in Appendix D for proposal as Non-designated Heritage Assets.

For more information, please see [Chapter 14](#) (from paragraph 78) of the full Draft available on the Parish Council website.

East Midlands Intermodal Park (the Freeport)

Albeit outside of the remit of the Neighbourhood Plan, the Working Group felt that it was important to acknowledge the Freeport proposals and detail community aspirations.

Suggestions for mitigation of possible visual impact are included within the Community Aspirations in Appendix A. Community consultations on the Freeport found that the key concern for residents is how we limit damage and retain the village character of Etwall during the Freeport build and once it is built.

Concerns included air, noise and light pollution, increased lorry movements, visibility of buildings, impact on the road network and the subsequent loss of wildlife and valuable eco systems.

For more information, please see [Chapter 20](#) of the full Draft available on the Parish Council website.

Environmental

Etwall is surrounded on all sides by rich and productive agricultural land. It is home to an impressive number of mature trees; including Oak, Ash and Sycamore. Policy 4 encourages developers to replace any tree lost at a ratio of 2:1; however, the Plan recommends at least three new trees be planted for each tree lost.

The Parish is home to a plethora of wildlife. The semi-rural nature of the village provides a mixture of habitats for numerous species. Green spaces, woodland, shrubs, hedgerows, gardens and green corridors are just some examples of the areas within the Parish for wildlife to thrive.

Developers will need to demonstrate that the Priority Mitigation Hierarchy has been applied to any developments by aiming to avoid loss or damage to habitat, minimise habitat loss or damage, restore any lost or damaged habitat and finally, as a last resort provide compensation for any damage or loss of habitats.

For more information, please see [Chapter 12](#) of the full Draft available on the Parish Council website.

Community Aspirations

The Plan is primarily a Land Use document, to be used to influence Planning Decisions and ensure development meets the needs of Etwall residents.

However, we have also included a number of improvements that we would like to see, included in Appendix A. These include; aspirations to improve engagement with the Parish Council, Tree Protection Orders (TPOs), flood protection, possible road improvements, bus services, improved cycling routes, protection of wildlife sites, GP/doctor's services, mitigation of the effects of the Freeport, electric vehicle charger points, broadband and mobile phone services and conversion of the old toilet block.

Community Objectives

These are the Objectives which the Working Group set and which the Plan aims to achieve:

1. To ensure development is well designed so that it relates positively in form and function and enhances the character of the village.
2. To ensure that future development is located so that the sense of separation is retained between Etwall village and neighbouring settlements.
3. To ensure that any additional development that will increase vehicle movements demonstrates how the increased traffic flows will be accommodated without causing severe congestion. To make Main Street more pedestrian and cycling friendly.
4. To ensure that future housing growth is of a size and type that meets local housing requirements, to enable residents to continue living in Etwall if they want to.
5. To protect and where possible enhance the existing community facilities ensuring that they meet local need.
6. To protect and extend/improve walking and cycling routes within the village and out to the surrounding villages and to make walking and cycling a more attractive option.
7. To protect and where possible enhance the biodiversity of the Parish.
8. To protect and improve public green spaces ensuring residents have direct safe access to them.
9. To minimise the risk of flooding, ensuring additional development does not exacerbate existing flood risk.
10. To ensure that heritage assets including those buildings of local historic interest, are protected.
11. To ensure the design and layout of the EMIP (Freeport) minimises its impact on the landscape and character of the Parish.

C2 – Etwall Neighbourhood Plan Summary (Updated November 2025 on the website)**What is the Neighbourhood Plan?**

- The Etwall Neighbourhood Plan (the ‘Plan’ from now on) is a statutory Land Use document, to be used by the South Derbyshire District Council (SDDC) Planning Team when considering Planning Policies and Planning Applications which affect Etwall.
- As the Plan is a statutory document, it needs to be written using the correct technical terms. It also needs to be comprehensive; it comprises of more than 140 pages, including Appendices.

What will be the benefits of having a Neighbourhood Plan?

- The Plan has now been sent to SDDC for their initial consideration before being formally submitted prior to undergoing formal examination. Once the Plan has been approved by SDDC and the Examiner it will be subject to a referendum, when the residents of Etwall will decide whether it is to be adopted. Upon adoption it will be taken into account when SDDC make their Planning Decisions.
- The Plan addresses the issues which Etwall residents consider important, and explains how the village and the Parish should develop over the next 15 years.
- The Plan aims to explain why Etwall is a good place to live and how it should be protected, whilst still allowing suitable development aimed at improving the quality of life for residents.

How does the Etwall Neighbourhood Plan fit alongside the SDDC Local Plan?

- The SDDC Local Plan explains how SDDC will meet its needs for new housing throughout the District
- The Neighbourhood Plan sets out how development within Etwall Parish should be carried out and what mitigation and extra investment is needed to ensure that the necessary infrastructure, services and facilities provided to accompany a development.

What have the Parish Council done so far?

- The Etwall Parish Council agreed in February 2022 to set up a Working Group to develop the Plan.
- The Working Group has produced a Plan for Etwall Parish which was approved by the Parish Council at its meeting on 3 November 2025.
- This Summary has been produced to explain the main points in the Plan in non-technical terms where possible and help readers find their way around the Plan.

What are the next steps?

- The Plan will be submitted to SDDC for their consideration
- Once approved by SDDC the Plan will be subject to scrutiny by an Independent Examiner to ensure it meets all legal obligations
- Once approved by the Examiner SDDC will arrange a referendum of Etwall residents to determine whether they want the Plan to be adopted.

For further information please see our website

<https://etwall.org.uk/etwall-neighbourhood-plan/> or email at etwallndp@gmail.com

SUMMARY OF ISSUES CONTAINED IN THE PLAN

Housing Issues

There is currently no expectation of additional major development in Etwall Parish in the short term other than that permitted by the SDDC Local Plan Policy Part 1, Policy H1 once adopted. This allows for up to 25 dwellings either within the Settlement Boundary or adjoining the Settlement Boundary as an exceptions site.

The draft LPP 1 Review has amended this policy to remove the cross-subsidy element.

The Etwall Neighbourhood Plan will be reviewed in five years' time at which point it may need to be amended to align with a new Local Plan approach. One of the main objectives of developing this Plan is to enable Etwall residents to be able to afford to continue to live in the Parish.

The Working Group commissioned AECOM to undertake a Housing Needs Assessment (HNA) for the Parish to get a better understanding of the existing housing stock and to understand the likely housing needs of the local population up to 2039. Having this analysis for the Parish provides evidence and an understanding of the role of the Parish within the wider Housing Market Area.

The current mix of housing in Etwall is generally weighted in favour of larger and detached homes. Over 52% of all homes in the Parish are detached houses (compared to around 41% across South Derbyshire and 23% across England). It was also noted within the AECOM Housing Needs Assessment report commissioned by the Working Group, that there are sufficient 4-5 bedroom properties in Etwall to meet future needs.

Any new developments should be mindful of this and focus on bungalows, low rise flatted accommodation with a lift, 2-3 bedroom properties, and affordable dwellings that can be adapted for our older or disabled residents. SDDC expects 40% of homes on eligible sites (over 10 dwellings) to be affordable.

For more information, please see [Chapter 18](#) of the Plan available on the Parish Council website.

Transport and Traffic Issues

87% of respondents to the initial consultation questionnaire had concerns about the level of traffic, vehicle speed, junction safety, cycling facilities, parking spaces or inconsiderate parking around the village centre.

Many perceived the roads to be unsafe.

Records of vehicle collisions that result in serious injury are so low that Etwall roads are categorised, by DCC Highways, as safe and, therefore, investment aimed at improving road safety cannot be justified.

This does not mean there are no issues. School start and finish times, for example, create congestion and conflict to the extent that some residents feel so intimidated they avoid using the roads. Both schools continue to expand and the Alms Meadow development has added 1000 additional vehicle movements per day, all without any mitigation measures to limit the impact on village roads, or the lives of residents.

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To enable readers to understand the basis for the Working Group's proposals, more detail and background data is available in the document [Traffic Review](#) which is available on the Neighbourhood Plan page of the Etwall Parish Council website.

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Albeit outside of the remit of the Neighbourhood Plan, the Working Group felt that it was important to acknowledge the Freeport proposals and detail community aspirations.

Suggestions for mitigation of possible visual impact are included within the Community Aspirations in Appendix A. Community consultations on the Freeport found that the key concern for residents is how we limit damage and retain the village character of Etwall during the Freeport build and once it is built.

Concerns included air, noise and light pollution, increased lorry movements, visibility of buildings, impact on the road network and the subsequent loss of wildlife and valuable eco systems.

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Environmental

Etwall is surrounded on all sides by rich and productive agricultural land. It is home to an impressive number of mature trees; including Oak, Ash and Sycamore. Policy 4 encourages developers to replace any tree lost at a ratio of 2:1; however, the Plan recommends at least three new trees be planted for each tree lost.

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For more information, please see [Appendix A](#) of the Appendices Document which forms part of the Plan

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10. To ensure that heritage assets including those buildings of local historic interest, are protected.
11. To ensure the design and layout of the EMIP (Freeport) minimises its impact on the landscape and character of the Parish.
12. To support the development of a sustainable business community whilst retaining the character of the Parish.

Appendix D - Feedback from the Three Drop-In Sessions

Sessions held on 11th June, 12th June and 18th June 2025

ISSUES RAISED BY RESIDENTS	RESPONSE FROM THE WORKING GROUP
One resident wanted information over proximity of proposed Freeport to Village, they expressed concern over it being close to housing	The Plan cannot influence the size of the Freeport; this is a national planning initiative. However, we have included the criteria which the Working Group wants to see are adopted to minimise any negative effects on the Parish.
Concern expressed by a resident that part of his land off Willington Road is within an ASL	The Working Group recognises these concerns but the Plan is written for the benefit of all residents. The area in question is shown on the DCC mapping portal as a field rather than a garden. The Plan aims to permit the development of the number of homes needed for Etwall residents until 2041.
One comment that public roads are available to all road users, there being no such thing as a rat run	This is correct. However, the Working Group would contend that the key junctions in the village and roads such as Belfield Road and Lawn Avenue were not built or designed to accommodate the additional traffic from approximately 200 new homes at the Alms Meadow estate.
Two residents expressed concern that as Etwall roads are considered ‘low risk’ - do we have to wait for someone to be killed to get the chaos at school finish time addressed	The Working Group shares the concern that investment in traffic mitigation does seem to be directed to locations where an accident has happened, rather than investing where mitigation could prevent a future accident from happening.
One resident expressed concern over potential development adjacent to Sewage Works, off Egginton Road	The Working Group has identified that land as being one of the Areas of Landscape Sensitivity. The Plan does not support development on land where there is a significant flooding risk or where development could cause flooding elsewhere.
Two residents expressed concern over traffic impact from further development off Willington Road	The Working Group shares this concern. Policy 8a aims to prevent additional development on Willington Road unless sufficient mitigation is included to prevent additional traffic moves and congestion at the three key congested junctions in the village.

ISSUES RAISED BY RESIDENTS	RESPONSE FROM THE WORKING GROUP
<p>Three residents expressed concern over continuing expansion of JPSA and impact on village life / roads</p>	<p>The Working Group shares this concern. We are working with the JPSA management team to minimise any negative effects from any increase in pupil numbers. The Parish Council will carefully monitor any proposals to increase the numbers of pupils.</p>
<p>Two residents expressed concern over lack of enforcement of parking restrictions</p>	<p>The Working Group has fed these concerns into the Parish Council. Enforcement is carried out by DCC, the Parish Council will continue to press DCC to send Enforcement Officers as often as possible.</p>
<p>At least two residents perceived that risk around Willington Road junction discourages residents supporting local shops.</p>	<p>The Working Group accepts that there is a potential conflict between providing sufficient parking near to the shops, whilst maintaining sufficient clear space for through traffic. Our main parking issue is with inconsiderate / illegal parking. The DCC Highways Team have previously proposed double yellow lines along Willington Road but received too many objections so did not implement it. We are not proposing this as it has been rejected previously by residents.</p>
<p>Re our plan to have more 2&3 bedroom houses, these should be located in Derby where employment is and where transport links are better.</p>	<p>The feedback from the Parish Questionnaire in 2023 showed that there was support for a larger number of smaller homes to be built, not just the large 4 & 5 bedroom homes which have been the focus of recent developments.</p>
<p>Houses should not be built on Severn Trent site, it will destroy beauty of area</p>	<p>It is one of the SHELAA sites put forward to SDDC. The Plan does not allocate sites for development; the proposals will be assessed on their merits if any plans come forward. The site was identified as an Area of Landscape Sensitivity (ALS) by the Working Group, but of a lower priority than a number of other ALS.</p>
<p>Houses should not be built on Severn Trent site, as it floods</p>	<p>The Plan does say that it does not support building on land which floods, or which, if built on, would increase flooding risk elsewhere.</p>
<p>An effective cycle lane is needed through the village</p>	<p>The Plan acknowledges that the current advisory Cycle Route is of little use. Parking is not prohibited on this kind of Cycle Route. The Working Group would like to examine with DCC whether it could be possible to create a dedicated Cycle Route through the village without losing parking spaces.</p>

ISSUES RAISED BY RESIDENTS	RESPONSE FROM THE WORKING GROUP
<p>Parking should be restricted on Main Street</p>	<p>Parking is needed for residents who live on Main Street. The Working Group believes that the current problems are caused by inconsiderate parking, and that improved markings and clearer signage could improve the situation. The Working Group will aim to work with DCC to see how the situation could be improved.</p>
<p>Parking should be banned on pavements outside the Chip Shop</p>	<p>The Parish Council agrees and is working with shop owners to improve the situation.</p>
<p>Congestion around Main Street/Willington needs to be addressed.</p>	<p>The Parish Council agrees that the situation at the junction must be improved. The building of nearly 200 houses at the Alms Meadows development has led to around 1000 extra car movements along Willington Road each day.</p>
<p>Burnaston Lane at junction with Main Street is dangerous where there is no footpath - needs addressing</p>	<p>The Parish Council has pressed DCC to provide a footpath, however funds are currently unavailable. The Parish Council will continue to work with DCC to find a satisfactory solution.</p>
<p>Numbers of pupils at JPS will rise by 25% not 20% as we have some times said</p>	<p>Different figures were being quoted, the Working Group agreed that if the school numbers increase from 2000 to 2500, that is an increase of 25% not 20% as stated, and the figure would be reviewed and changed if necessary.</p>
<p>Trent Barton buses are too unreliable, Plan should challenge Trent Barton</p>	<p>Reliability of the buses is not a core issue of the Plan, which is primarily a document to influence planning of new housing and other development. However, the Parish Council recognises that this is a key concern raised by a number of residents. The Parish Council will work with SDDC to push for an improvement in the services.</p>
<p>It is wrong for Derbyshire Integrated Care Board to say that a doctor’s surgery in Hilton is acceptable, as people can use a half hourly bus. Buses are too unreliable and not suitable for elderly.</p>	<p>The Working Group can only report what the response was that we received when we challenged the Board. The Board have argued that the bus service is satisfactory.</p>

ISSUES RAISED BY RESIDENTS	RESPONSE FROM THE WORKING GROUP
<p>Etwall needs its own doctor's surgery</p>	<p>This is an issue raised by many residents. The Working Group has asked the Hilton Wellbrook Medical Centre if they would consider providing a satellite surgery in Etwall.</p> <p>However, they replied that they have sufficient capacity at their current surgery, and they have the space to take on more doctors if needed. They replied as well that they do not currently have sufficient funding to open a satellite surgery.</p>

Appendix E – Feedback from the Online Consultation Questionnaire

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
<p>Please tell us what your opinion is on Etwall Parish having a Neighbourhood Plan until 2041?</p>	<p>Thought the summary was very good but the housing needs document needs to be simplified for reading-bullet points and key facts rather than 99 pages</p>	<p>The Housing Needs Assessment (HNA) was produced for the Working Group by AECOM. AECOM included what we felt was a good Executive Summary. We would agree that there is a lot of detail in the document, and that that is difficult for individual residents to read through it all and assimilate all the facts. The main audience for the HNA is the Examiner for the Plan and the Planning Team at SDDC, who need an Assessment in this detail.</p>
<p>3.2 Policy for protecting the Landscape Character</p>	<p>Whereas I agree with the above statements trees and hedges are very overgrown on footpaths around the village. This restricts prams, wheelchair and people moving around the village. Careful consideration should be given to this as pedestrians are walking on roads to avoid greenery, which will lead to traffic issues and dread the thought accidents!</p>	<p>The Working Group has worked closely with the Parish Council over the course of producing the Plan to feedback issues such as obstructions on footpaths around the village. The Parish Council is currently addressing several areas within the village where trees and hedges need to be more appropriately maintained. In some instances, this requires working with residents, DDC or SDDC. We would like to encourage residents to, where possible, feedback any issues, along with photographs to the Parish Council and to also report obstructions to pathways via the DDC website – this can be done by searching for “report a pavement obstruction to Derbyshire County Council”</p>
<p>4.2 Policy for protecting and enhancing the Natural Environment</p>	<p>As long as they are maintained and not left to grow wild</p>	<p>The Working Group is conscious that ongoing maintenance will be needed to ensure that village greenery does not obstruct or encroach onto highways nor obstruct access. The Parish Council is in</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
		<p>the process of addressing several areas of concern where hedges and trees have not been adequately maintained. We would also encourage residents to report obstructions to DDC and the Parish Council.</p>
<p>8a2 Policy for Car Parking, Traffic Movement and Pedestrian Safety</p>	<p>It’s hard not to disagree with the statements but I am not sure they go far enough. Could one-way systems be introduced? How are cyclists going to be encouraged when parking is chaotic at times. Paid parking in prime areas to encourage people to walk 100m?</p>	<p>A one-way system is not practical as there is no alternative option other than to transfer the problem to other village roads.</p> <p>The current on-road cycle paths through the village are ‘advisory’ (i.e. not supported by legislation) and ineffective due to roadside parking. The Parish Council is investigating whether cycle routes can be improved, both within the village and between Etwall and neighbouring villages.</p> <p>Paid parking would not be effective as the potential revenue would be insufficient to support the cost of enforcement</p>
<p>10a2 Policy for Housing Mix and Type</p>	<p>Creating a mix that is similar to the rest of the District/County/Country creates faceless villages why can't we be different?</p>	<p>The Plan is not ruling out different designs for new developments. However, any design suggestions would need to be justified by the Developer. From the feedback that the Working Group has received, most residents want to retain the current character of Etwall, and the Plan aims to achieve that.</p>
<p>Policy for Rural Exception Site?</p>	<p>There should be no exception for one type of housing scheme compared to another</p>	<p>The policy approach reflects national and District policy. The Plan needs to be in conformity with these. A Rural Exception Sites policy allows for the creation of small-scale affordable housing developments on land that would normally be restricted from development, located on the edge of</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
		<p>rural settlements. These sites are designated to address proven local housing needs for affordable homes for local people in perpetuity, but may also allow a small number of market homes to subsidise the affordable homes, and the Policy aims to sustain rural communities by opening up otherwise unavailable land. The Working Group believes this exception should be included as it could be beneficial for Etwall.</p>
<p>V2: If you disagree with this Community Vision, please tell us what it should say. If you agree and would like to add a comment, please do so here.</p>	<p>Agree but maybe individual communities (Hilton, Egginton) also need to have shared, complementary visions.</p>	<p>When the Working Group started the process of developing a Plan, we did consider whether to draft a joint Plan with Burnaston but we decided that the two communities would have potential conflicting requirements. It was always going to be very difficult to get agreement from within all Etwall residents, to get agreement from two different parishes would have been even more difficult and risked the Plan being rejected by both groups of residents. The Working Group will consider if other surrounding communities also want to develop a shared, complimentary vision. We have been advised that the Plan should focus on issues which are relevant to the area of the Parish, so this aspiration to consider a shared, complimentary vision will not be explicitly included in the Plan, but we will consider it when taking the Plan forward. Both the Willington and the Etwall Neighbourhood Plans share common objectives in relation to improving cycle access and public transport provision to connect the villages. The Parish Councils should work together where they can lobby for shared improvements.</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
<p>1.2 Policy for Achieving Well Designed Places</p>	<p>Agree, except there are now sufficient developments within the village that any developer could find one that meets their own "existing character". Is it possible to define the maximum housing density in a development? The number of houses squeezed into Alms Meadow and Mitchells Close is far greater than the 60s/70s development in the Belfield Rd area.</p>	<p>This is not within the remit of a Neighbourhood Plan, but it will be decided by local planning authorities, in this case SDDC, who can set minimum and maximum density recommendations for different types of development. We would agree that the density of building in those two developments is greater than in 60s/70s development. However, the recent development at the Nook has resulted in a much lower density of houses, which shows that that is possible. The Design Code does provide additional analysis to support development that is in keeping with its surroundings (which includes densities). Policy 1 provides a locally specific policy framework for developers.</p>
<p>2.2: Policy for infill development</p>	<p>Agree but when does the current settlement boundary become a new settlement boundary to be slowly expanded by 1 or 2 houses until another larger development is considered in keeping with the area?</p>	<p>When SDDC undertake their comprehensive review that will include reviewing Local Plan Part 2, it is likely that they will look to allocate some additional development sites. If they follow the same process as they did previously, they will allocate the site(s) then draw the settlement boundary around it. The approach provides clarity as quite a different planning policy position is taken for sites within (which will generally be supported) and outside (which will not be supported) the settlement boundary.</p>
<p>3.2 Policy for protecting the Landscape Character</p>	<p>Agree but there should also always be a recognised, enforceable (or fully funded by S106) plan to manage new landscape areas. Not entirely convinced by the concept of "key views" but do not disagree.</p>	<p>Section 106 contributions are collected and distributed by the Planning Authority (SDDC) according to District needs, rather than being</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
		<p>associated with the development that generates the funds.</p> <p>Key Views help protect our local landscape.</p>
<p>4.2 Policy for protecting and enhancing the Natural Environment.</p>	<p>Agree with majority but solar panels and wind turbines need to go somewhere, we cannot all claim to want a greener future whilst objecting to the installation of renewal energy initiatives in our back yards. I would prefer to see a positive statement about where Etwall WOULD support these things.</p>	<p>The Working Group strongly supports investment in renewable energy sources that support our village. Many of our policies focus on future proofing the village via green initiatives and reducing our carbon footprint. It was not within the scope of the Plan to allocate sites for solar farms as the suitability of sites depends on their proximity to points of contact to the grid and other commercial factors not known to the Working Group. This does not mean that the Working Group would not support a suitability located solar farm application. The Plan provides a comprehensive reference guide for local planning decisions, that will be referred too throughout the planning process. The Working Group did not feel it was appropriate for us to also assess, and therefore suggest, specific development sites.</p>
<p>6.2 Policy for Protecting and Enhancing Heritage Assets</p>	<p>Agree with protection of listed buildings and the conservation area but some concern about some of the defined heritage assets. It shouldn't become a mechanism for nimbyism by those residents.</p>	<p>The list has been developed following consultation and site visits with the Conservation Officer from SDDC. The Plan aims to prevent unsuitable development around the assets, which could negatively affect the character of the assets. The final decision on any development will always be taken by SDDC, but the Working Group felt it was important to highlight these properties as warranting extra consideration to ensure that the Asset's character is not negatively affected.</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
<p>7.2: Policy for Reducing the Risk of Flooding</p>	<p>Is there any mechanism for ensuring cumulative effects are considered? Past experience suggests that individual developments upstream of Etwall Brook do not have to consider OTHER developments draining into the same place. Similarly, there are now more areas in the village that suffer from standing water following heavy rain, is this because each drainage "activity" is considered on its own merits and not the combined effect of multiple drain-offs. Flooding in the Belfield Rd/Elms Grove following the Alms Meadow build was addressed with a French drain in the buffer area which simply moved the excess water to somebody else's garden in Springfield Rd! No easy answer but if we can make planners look at the bigger picture that would be good.</p>	<p>The Working Group agrees that understanding the cumulative impact of small schemes is vital. The Environment Agency (EA) and Severn Trent are consultees on planning applications. In March 2025 the EA updated its flood risk mapping which now includes mapping for climate change.</p> <p>This is an important step in understanding flood events.</p> <p>It will remain the role of the PC to comment on planning applications and raise concern when they are located in areas known to cause flooding.</p>
<p>8a.2: Policy for Car Parking, Traffic Movement and Pedestrian Safety?</p>	<p>Agree but... Junction at Belfield Rd/Egginton Rd should also be included. Visibility is poor and the Alms Meadow development has created a rat run avoiding the other difficult junctions (excessive speed is a problem with a car taking out a lamppost on the bend last year). Anything that changes the John Port traffic fiasco is good but not convinced this NP will touch it - but I don't have the answer - this is a good attempt.</p>	<p>The increase in traffic due to Belfield Road being used to access Alms Meadow has increased the traffic at the junction with Egginton Road. Egginton Road is now the busiest road in the village. The Parish Council is aware of the restricted view at the junction due to overgrown hedgerows and has taken this up with the land owner.</p> <p>Speeding is an issue on all the key village roads. The Parish Council has introduced additional Speed Indication Devices to remind drivers of their speed.</p> <p>As there is limited history of speed related collisions resulting in injuries, and the Highways Authority targets areas where this is the case, investment in Etwall cannot be justified.</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
		<p>The JPSA traffic is a major issue for all residents and the Parish Council is committed to meeting the various Agencies involved to try to reduce the negative impact.</p>
<p>8b.2 Policy for Extending the Footpaths and Cycle Routes?</p>	<p>But not at the expenses of ensuring new houses have sufficient off-road parking</p>	<p>Off-road parking requirements for new developments are dictated by Planning Regulations, currently requiring two off-road spaces per household.</p> <p>Unfortunately, these are often ‘one behind the other’ rather than ‘side by side’, and the impracticality of this arrangement means that one car is parked on the road.</p>
<p>10b2: Policy for Affordable Housing?</p>	<p>But again - good luck with this one. Developers have the upper hand when it comes to "affordable" both from whether they wriggle out of building them or the actual purchase price.</p>	<p>Central Government is currently putting considerable emphasis on the provision of Affordable Housing in the future.</p> <p>The Working Group hopes that this will mean that developers will have fewer opportunities to renege on commitments made when initially proposing a development, which then become one of the provisions on which Planning permission is granted.</p>
<p>10c.2: Policy for Rural Exception Site</p>	<p>.... and that other requirements put in place by the planning authority are ENFORCED. The Alms Meadow buffer was never created or managed in the way the approved plan stated.</p>	<p>The Working Group does not understand this concern, as the buffer zone exists and is managed by the Alms Meadow Management Company.</p>
<p>11.2 Policy for Developer Contributions?</p>	<p>But back to enforcement ...</p>	<p>Once the Plan has been accepted (the official term is “made”) and it comes into force, it is the role of SDDC to enforce its application.</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
		<p>The Parish Council will also monitor compliance with the Plan and will press SDDC to apply any enforcement necessary.</p>
<p>Please tell us what your opinion is on Etwall Parish having a Neighbourhood Plan until 2041?</p>	<p>It is appropriate that the parish council has undertaken this work to help maintain the essential character of the village and to try and limit the growth of new buildings.</p>	<p>The aim of the Parish Council in developing this Plan is to maintain the positive elements of the essential character of the village, and to influence the growth of the parish to ensure that any new development meets the needs of the residents now and in the future.</p>
<p>8b.2 Policy for Extending the Footpaths and Cycle Routes?</p>	<p>I agree in principle with the above but the village is very busy at school start and finish times, and creating cycle lanes will exasperate car parking issues.</p>	<p>Due to limited off-road parking, it is not desirable to reduce road-side parking, if avoidable, as this would impact residents and businesses.</p> <p>It remains an aspiration to improve cycle routes within the village and between Etwall and neighbouring villages as the opportunity arises, as this will help reduce the number of school pupils arriving by car.</p>
<p>Please tell us what your opinion is on Etwall Parish having a Neighbourhood Plan until 2041?</p>	<p>Fine, if it includes ALL aspects of the village. This one doesn't</p>	<p>This is a neighbourhood development plan and as such it is legally required to focus on land use planning issues. In some communities the work on the neighbourhood plan has resulted in an additional document being prepared that is a community action plan or parish plan – it will be up to the Parish Council and the community to decide if they want to undertake this work.</p> <p>Appendix A does include community aspirations that include some wider issues.</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
<p>V2: If you disagree with this Community Vision, please tell us what it should say. If you agree and would like to add a comment, please do so here.</p>	<p>The infrastructure and facilities of the Parish should meet the needs of its residents and businesses now and in the future.</p>	<p>The Working Group agrees. The Plan identifies the local constraints on services and infrastructure and does what it can to require consideration of these existing constraints when major development is being considered by SDDC and other agencies. The Plan has to be in conformity with District and national planning legislation.</p>
<p>O2: If you disagree with the Community Objectives, please tell us what it should say. If you agree and would like to add a comment, please do so here.</p>	<p>What about aiming for a sustainable business community? One that supports existing businesses and helps develop new ones as well as setting better infrastructure to support people working from home?</p>	<p>These are all aims that the Plan would hope to achieve. The Working Group agrees that there was not a big focus on developing businesses in the Plan. When we originally consulted with the community, we did ask businesses what extra support they would need. We felt we had adequately covered the key issues that were raised. However, on reflection, we agree that we could strengthen the wording in the Plan to include the issues by this respondent. We have added a new Community Objective in line with this suggestion, included extra supporting text and an addition to Policy 9. These additions reflect the need to support businesses within the Parish.</p> <p>The new Community Objective 12 states: To support local businesses to thrive where this does not harm the character of the Parish. A whole new section 20 has been added regarding the importance of supporting the local economy together with a new Policy 12.</p>
<p>2.2: Policy for infill development</p>	<p>You are right for parking in the village. Better to let it expand slightly outwards and use infill sites to help</p>	<p>The Plan is not against development on infill sites, which may well be closer to village amenities. Infill</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
	parking. Too much infill creates over dense built environment	development could be eminently suitable for housing for older people and those with mobility issues.
3.2 Policy for protecting the Landscape Character	Need to consider the practical needs of your farming community too	The Plan includes substantial evidence that Etwall should remain a rural parish.
4.2 Policy for protecting and enhancing the Natural Environment	The plan doesn't support the repurposing of the best agricultural land for solar panels but it doesn't give a clue where that land is or how it may be best protected or supported.	<p>The Working Group felt that allocating sites within the Plan was not appropriate, for many reasons.</p> <p>The Plan provides a comprehensive reference guide for local planning decisions, that will be referred to throughout the planning process.</p> <p>The Working Group did not feel it was appropriate for us to also assess, and therefore suggest, specific development sites. Site assessment is done by SDDC and published within their Local Plan.</p> <p>Public consultation is taken on these, giving members of the public opportunity to comment on individual sites.</p>
8a.2 Policy for Car Parking, Traffic Movement and Pedestrian Safety?	Nothing about buses. A vital resource for this village	Paragraphs 216 to 221 have been added to the Plan covering the key issues related to the bus service and a new Policy 8c has been added titled "Improving public transport".
8b.2: Policy for Extending the Footpaths and Cycle Routes?	Walking routes - yes, improve where you can. But make walkers take precedence over cyclists- in the interests of common sense and road safety.	<p>While separated cycling and walking routes are the ideal solution, the safety of both cyclists and pedestrians has to be considered.</p> <p>Where space is limited, then a shared cycle/footpath is often the only solution.</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
<p>10a.2: Policy for Housing Mix and Type?</p>	<p>If you increase the number of smaller (starter or retirement) houses, you will need to ensure that there is the public transport to meet their needs. Otherwise, there will be no demand for these housing types here.</p>	<p>An increase in starter / retirement homes is primarily intended to enable people who currently live in Etwall to remain in Etwall.</p> <p>Public transport is a commercial operation which is likely to reflect demand.</p>
<p>10c.2 Policy for Rural Exception Site?</p>	<p>This policy is impractical and unworkable. Affordable housing needs to be inside a settlement not outside it.</p>	<p>The policy is a departure from standard planning rules, but it is supported by the National Planning Policy Framework (NPPF) so this Plan needs to conform to those national planning rules. A Rural Exception Sites policy allows for the creation of small-scale affordable housing developments on land that would normally be restricted from development, located on the edge of rural settlements. These sites are designated to address proven local housing needs for affordable homes for local people in perpetuity but may also allow a small number of market homes to subsidize the affordable homes, and the Policy aims to sustain rural communities by opening up otherwise unavailable land. The Working Group believes that this exception should be included as it could be beneficial for Etwall.</p> <p>However, we accept that one disadvantage of this national policy is that it does mean that affordable housing is provided outside the settlement rather than inside the settlement boundary, where more services are provided.</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
<p>Please tell us what your opinion is on Etwall Parish having a Neighbourhood Plan until 2041?</p>	<p>Etwall is a village and proud to be so. With the Plan, it will be able to remain as a village and not develop into an off-shoot of Derby or Hilton.</p>	<p>One of the key aims of the Plan is to retain Etwall as a distinct village, with clear separation from surrounding villages such as Mickleover, Burnaston and Hilton.</p>
<p>1.2 Policy for Achieving Well Designed Places</p>	<p>Housing to be built should have car parking space, gardens both front and rear, parking on the roads should be reduced.</p>	<p>The Working Group commissioned AECOM to provide us with a Design Guidance and Code. Code 13 in that Guide sets out the considerations to be used regarding car park spaces, garden provision and the avoidance of on-street parking.</p>
<p>Please tell us what your opinion is on Etwall Parish having a Neighbourhood Plan until 2041?</p>	<p>Very important, but would have more confidence if developed in conjunction with neighbouring villages.</p>	<p>When the Working Group started the process of developing a Plan, we did consider whether to draft a joint Plan with Burnaston. However, we decided that the two communities would have potential conflicting requirements. It was always going to be very difficult to get agreement from within all Etwall residents, to get agreement from two different parishes would have been even more difficult and risked the Plan being rejected by both groups of residents. The Working Group will consider if other surrounding communities also want to develop a shared, complimentary vision. We have been advised that the Plan should focus on issues which are relevant to the area of the Parish, so this aspiration to consider a shared, complimentary vision will not be explicitly included in the Plan but we will consider it when taking the Plan forward.</p>
<p>5.2: Policy for Designation of Local Green Spaces</p>	<p>What is the status of the graveyard and the Almshouses allotments, given that part of the latter space was used by the Trustees to increase car</p>	<p>The graveyard is under the control of SDDC who are aware that it is reaching capacity.</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
	<p>parking spaces? Is there any protection for wildlife corridors, e.g. A buffer between existing houses and Alms Meadow estate to prevent encroachment by house owners.</p>	<p>There are no immediate concerns regarding changes to the gardens of the Almshouses which are managed by its Trustees on behalf of the Sir John Port and John Osbourne Almshouses Charity.</p> <p>The Plan identifies wildlife corridors within the village. Wildlife corridors may have legal protection if they are designated as <u>Local Wildlife Sites Systems (LWSS)</u>. The National Planning Policy Framework also mandates local authorities to identify and safeguard ecological networks.</p>
<p>7.2 Policy for Reducing the Risk of Flooding</p>	<p>Point 147 - update on surface water run off maps until Spring 2025, will you look at this and consider for further comment. NB. standing water at busy road junctions - Belfield/Egginton Road and Main Street/Willington Road which force vehicles to drive wide increasing danger.</p>	<p>It is important to acknowledge that the risk of flooding may increase, especially if new developments are not properly mitigated. The Working Group has tried to utilise the policies to best mitigate against the current and potential future risk that flooding poses, whilst being conscious that this is an ever-changing issue.</p> <p>The Parish Council has, for the last few years, communicated with both DCC and Egginton Parish Council to address flooding concerns at Carriers Road/ Egginton Road. Several improvements have been made to address the issues at this junction. We would like to encourage residents to engage with the Parish Council, SDDC and DCC on local flooding or surface water issues, take photographs and report issues as they see them. This will help to monitor any issues and to implement solutions in a timely manner.</p>

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		The Environment Agency has updated its flood risk mapping, and these have been added to the Plan.
8a.2: Policy for Car Parking, Traffic Movement and Pedestrian Safety?	Point 165 - Working with JPSA and DCC Highways to introduce engineering measures ... Beware of unintended consequences with cars parking even further along side roads, increasing danger for local residents.	The objective is to reduce the number of school related cars parking on <u>all</u> village roads while reducing the opportunity for reckless manoeuvres along Main Street.
8b.2: Policy for Extending the Footpaths and Cycle Routes?	Could you include links specifically to bus routes/bus stops? Note 185 refers to Map 9c. Page 67 has maps of Pedestrian & Cycle routes, presumably Map 9c but not labelled as such.	This is purely a formatting issue and has been rectified.
10b2: Policy for Affordable Housing?	SDDC expectation of 30% houses in a development to be affordable on "sufficiently large sites". How will this match with proposals for 1-2 bed houses/bungalows, maximum 25 planned for village.	The NPPF sets a national affordable housing threshold of 10 dwellings, so any development of 10 or more dwellings would be required to provide some affordable housing. The housing mix for smaller dwellings and bungalows is the evidence from the Housing Needs Assessment and applies to market housing.
11.2 Policy for Developer Contributions?	Really important Parish Council is involved in these decisions instead of SDDC taking the money and making the decisions.	Section 106 contributions, or planning obligations, are made by developers to Local Authorities and linked to planning permission. They are collected and distributed by the Planning Authority (SDDC) to provide community infrastructure. Paragraph 278 has been added relating to S278 contributions. The Highways Authority can require a developer to pay for road changes to mitigate the

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
		impact on the highways associated with that specific development.
Please tell us what your opinion is on Etwall Parish having a Neighbourhood Plan until 2041?	Seems like a good idea. Will it be affected by the Local Government re-organisation?	The outcome of local government reorganisation will not be known until 2026. However, it is likely that the geographical coverage of the local planning authority will be much larger. Future local development plans are likely to be written to cover a wider geography and may be influenced by national development management policies. In this context, it is very important that information relating to Parish level planning matters are included in a document that will remain part of the development plan. Planning applications will still be decided in accordance with the development plan and the Plan will be part of that.
V2: If you disagree with this Community Vision, please tell us what it should say. If you agree and would like to add a comment, please do so here.	Future developments MUST (1) include affordable housing (which should be built FIRST to avoid backsliding by developers; and (2) more 2/3 bed houses and bungalows.	The Plan can only be written in the context of national and District policies. The Working Group understands the resident’s concern which was why the AECOM Housing Needs Assessment was commissioned to understand the needs of the local population and the current gaps in the existing housing stock. The Plan has done everything it can to demonstrate why development of 10 or more properties should include affordable housing and that there should be more smaller market housing as part of new development.
O2: If you disagree with the Community Objectives, please tell us what it should say. If you agree and would like to add a comment, please do so here.	Housing comments as before. Traffic mitigation measures essential before a fatal accident - not after!	This issue is covered in the Etwall Traffic Report. The Highways Authority target their limited funds to areas where safety can be improved. Etwall’s roads

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		<p>are considered 'low risk' due to the low incidence of injury related collisions, hence expenditure to address a possible future incident is not considered appropriate.</p>
<p>10b2: Policy for Affordable Housing?</p>	<p>As stated before, affordable housing is essential.</p>	<p>The Plan can only be written in the context of national and District policy. The Working Group understands the respondents concern which is why local evidence was commissioned to understand the needs of a local population and the gaps in the existing housing stock. The Plan has done everything within its power to demonstrate why development of 10 or more should include affordable housing and that there should be more smaller market housing as part of new development.</p>
<p>10c.2: Policy for Rural Exception Site?</p>	<p>Accessible by means other than private car would be more achievable with a reliable bus service which we certainly do not have at present!</p>	<p>Paragraphs 216 to 221 have been added to the Plan relating to public transport.</p>
<p>11.2: Policy for Developer Contributions</p>	<p>Schools and GP services need to be carefully evaluated before any further developments. Wellbrook states it has 'capacity' - this is clearly untrue as recently in the Derby Telegraph it was reported as needing extra funds. New care home on site of Salt Box Cafe can only exacerbate the problem of ever seeing a GP!</p>	<p>The Working Group fully agrees that any future developments should include contributions to ensure that Etwall residents have the necessary access to school places and GP services. We have clearly stated that within the Plan. We have included the comments regarding GP services that we have received from Wellbrook Medical centre and the Derbyshire Integrated Care Board (ICB). Regarding the statement from Wellbrook Medical Centre, we asked if they would consider providing a satellite surgery in Etwall, they replied to say that they have the capacity to expand their services at the Hilton site i.e. they have</p>

POLICY OR QUESTION	CONSULTEE ISSUE	RESPONSE FROM WORKING GROUP
		<p>spare rooms available and therefore the physical capacity to increase their services. However, they told us that that they do not have the monetary funds to do so. In summary, they told us that they have the physical capacity, so no new surgery is needed in Etwall, as patients can be seen in Hilton.</p> <p>We are aware of the extra demands on the Wellbrook Medical centre and will monitor that to see how it affects the service provided to Etwall residents. The Working Group recognises that this explanation is not satisfactory for many residents, who are unhappy at the accessibility of medical services.</p>
<p>3.2 Policy for protecting the Landscape Character</p>	<p>Would prefer a ratio of 3:1 for replacement of trees/hedgerows.</p>	<p>The Working Group supports this comment and appreciates the rationale.</p> <p>3:1 is an aspiration within the Plan, see Paragraph 131. The Working Group felt that a policy of 2:1 would be acceptable for planning considerations, which is why we have included this as our policy, supported by the aspiration of a planting ratio of 3:1.</p>
<p>3.2 Policy for protecting the Landscape Character</p>	<p>In view of climate change, some native species of flora are becoming unsuitable for mitigation planting. The Plan should be flexible, and take into account the latest advice as to suitable drought resistant varieties of plant and tree species.</p>	<p>The Working Group supports this comment entirely.</p> <p>Policy 3 (4) (last sentence) has been amended as follows;</p> <p>Where possible, street trees and hedgerows should be replaced with local native species at a ratio of 2:1 (as recommended in Design Code 16).</p> <p>Policy 3 (5) has been amended as follows: Any required mitigation planting and boundary treatment</p>

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		<p>should include native species unless advised otherwise by SDDC.</p> <p>Policy 3 (6) has been amended as follows: To minimise impact on the landscape, development on the edge of a built-up area should include a soft green boundary to the open countryside (potentially including native hedges and trees).</p> <p>Policy 4 (4b) has been amended as follows: planting wildflower meadows and strips, encouraging native tree and shrub planting on suitable sites, especially species that provide good berry or nectar sources.</p>
<p>4.2 Policy for protecting and enhancing the Natural Environment</p>	<p>See comments policy 3. The village is going to lose most of its ash trees to disease, the suggested replanting ration view of climate change etc, should be raised to 3:1.</p>	<p>The Working Group supports this comment and appreciates the rationale.</p> <p>3:1 is an aspiration within the Plan, see paragraph 131. The Working Group felt that for planning considerations, a ratio of 2:1 would be accepted. Whilst the Working Group aspires to a 3:1 ratio, we accept that in some cases a 2:1 ratio may be more appropriate. When the Heartwood Community Forest plan is prepared, the Parish Council expects that it will be a requirement to substantially increase the woodland cover of development sites in parts of Parish. The Parish Council will work with developers and the Heartwood Community Forest to ensure the most suitable mix of tree species.</p>
<p>11.2: Policy for Developer Contributions?</p>	<p>Before this is mandated by a change in National Planning laws, all new residential developments with suitable roof orientation, should be equipped with solar panels at the build stage, if not by the developer</p>	<p>Pending new national legislation, the Working Group would support all new residential developments, with suitable roof orientation, being equipped with solar panels at the building stage. If this is not provided by</p>

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	<p>as standard, then as a paid option to be offered to prospective buyers. Domestic systems that grid feed and/or have battery storage all help the village to reduce energy draw on the National Infrastructure and help Etwall to reduce the community carbon footprint. Incorporating panels at the construction stage also lowers installation costs (scaffold exists, no tile removal or drilling, etc).</p>	<p>the developer as standard, then as a paid option to be offered to prospective buyers.</p> <p>The Parish Council is planning for the Frank Wickham Hall to be retrofitted with solar panels with battery storage during 2025/26.</p>

Appendix F – Responses to Questions from Statutory Consultees

The paragraph numbers referred to here in the response from statutory consultees shown in the left column relate to the **Pre-submission Version**. Paragraph numbers in the Working Group responses in the right hand column refer to paragraphs in the **Final Submission Version**. The Pre-submission Version can be accessed [here](#).

DERBYSHIRE COUNTY COUNCIL	RESPONSE FROM WORKING GROUP
<p>Local Member Comments</p> <p>Councillor Ford, the County Council Member for Etwall & Repton Electoral Division, has been consulted.</p>	<p>No changes needed.</p>
<p>Sustainable design</p> <p>The Etwall Neighbourhood Plan Design Guidance and Code 2024 (the Etwall Design Code) provides a useful framework for building design to maximise energy efficiency as well as reducing the risk of overheating during hotter summer months. This is enhanced by the support given to the Passivhaus principles. This could be strengthened in the main plan document by:</p> <p>Referencing the risk of overheating in Section 9 “Achieving Well-Designed Places”</p> <p>Commenting in this Section that increased energy efficiency and reduced risk of over-heating are as important in retrofitting existing homes as they are in construction of new homes</p>	<p>The proposed change is accepted.</p> <p>The amended text is included in Paragraph 59 and in Policy 1 (2 j).</p>
<p>Policy 1 Achieving Well-Designed Places</p> <p>DCC would also suggest:</p> <p>Adding a bullet point on reducing the risk of over-heating to Section 1 of the Policy, or as an additional point “k” in Section 2.</p>	<p>The proposed change is accepted.</p> <p>The amended text is included in Paragraph 59 and in Policy 1 (2j).</p>
<p>11 Protecting the Landscape Character</p>	<p>The proposed change is accepted.</p>

DERBYSHIRE COUNTY COUNCIL	RESPONSE FROM WORKING GROUP
<p>Trees and Hedgerows – contribution to landscape character</p> <p>The southern part of Etwall Parish lies in the Heartwood Community Forest area. The Heartwood Forest Plan (when published in autumn 2025) will be a ‘material consideration’ for planning decisions and should be referenced in the ENP.</p> <p>DCC would suggest:</p> <p>Adding a new paragraph (to those of 95-99) referencing Derbyshire’s Heartwood Community Forest</p>	<p>The amended text is included in a new set of Paragraphs 83 to 89.</p> <p>Map 4b has also been added to show the parts of the Parish covered by the Forest, this being the southern half of the Parish.</p>
<p>Policy 3 Protecting the Landscape Character</p> <p>Adding a paragraph stating that the Heartwood Forest Plan will be used to guide appropriate new tree planting.</p> <p>Policy 4 Protecting and Enhancing the Natural Environment</p> <p>Acknowledging the importance of the Forest Plan in development proposals by adding a new point “c” in Section 3 “Development proposals should demonstrate they …:”</p>	<p>The proposed changes are accepted.</p> <p>The amended text is included in a new set of Paragraphs 83 to 89 and in Policy 3 (7).</p> <p>Reference to the Forest has been added to Policy 4 (3c).</p>
<p>14 Protecting and Enhancing Heritage Assets</p> <p>DCC would suggest:</p> <p>Historic England’s technical guidance on energy efficiency, retrofit, renewable energy and building resilience Energy Efficiency and Retrofit in Historic Buildings Historic England should be referenced as follows:</p> <p>Adding a new paragraph (to those of 140-143)</p> <p>Policy 6 Protecting and Enhancing Heritage Assets</p> <p>Adding a bullet in Policy 6.</p>	<p>The proposed change is accepted.</p> <p>The amended text is included in Paragraph 161.</p> <p>This point has also been added to Policy 6 (5).</p>
<p>16 Getting Around</p> <p>Vehicular Movement</p>	<p>The proposed change is accepted.</p>

DERBYSHIRE COUNTY COUNCIL	RESPONSE FROM WORKING GROUP
<p>Apart from Map 9a which identifies bus routes, there appears to be no mention of bus services in this document. Etwall has a good service with the Villager running through the village to Derby and Burton from approximately 5am to 11.30pm six days per week with a more limited Sunday service, and a half hourly frequency most of the time. DCC would suggest that policies to support this service should be included in the ENP, which could help with the many parking and car traffic-related issues identified in the document.</p>	<p>The additional text is included in Paragraphs 216 to 221 and a new Policy 8c has been added.</p>
<p style="text-align: center;">Improving Cycling and Walking</p> <p>DCC welcomes this section of the EDP. Overall, the footpath and cycling network appears to be well considered, with positive intentions towards their protection and increase.</p> <p>However, it would suggest the addition of the following policy:</p> <p>‘Wherever feasible, all new development (whether residential or commercial) should either link to the Key Cycle Network (KCN) or Local Cycle Network (LCN), or provide developer contributions towards their creation, enhancement or maintenance as appropriate’.</p>	<p style="text-align: center;">The proposed change is accepted.</p> <p>The KCN and LCN are referenced in Paragraph 208 and amended text is included in Policy 8b (1a).</p>
<p style="text-align: center;">Map 9d: Pedestrian and Cycle Routes</p> <p>Some of the PRoW – footpaths, on the map are indistinct. Please find attached a map which the Working Group might like to use in addition to the one in the Pre- submission document</p>	<p style="text-align: center;">The proposed change is accepted.</p> <p style="text-align: center;">The additional map is included as map 9e.</p>
<p>DCC would suggest the addition of Section 3 to the policy as follows:</p> <p style="text-align: center;">Development layout and design</p> <p>New development should create routes to local destinations that are safe, attractive and more direct than those using motorised modes.</p>	<p style="text-align: center;">The proposed change is partially accepted.</p> <p>The amended text re connection to cycle routes is included in Paragraph 208 and Policy 8b (1a).</p> <p>The detail about LTN1/20, which refers to cycle storage in residential blocks, has not been referenced. However, reference to SDDC and DCC policy is reiterated in Policy 8b (1b).</p>

DERBYSHIRE COUNTY COUNCIL	RESPONSE FROM WORKING GROUP
<p>All new development, both residential and commercial, should include the provision of cycle storage in line with LTN 1/20. This should include all dwellings, including those without garages.</p>	
<p style="text-align: center;">Electric vehicle charge points</p> <p>Electric vehicle charge points should be provided at all developments in line with Building Regulations Part S and DCC would suggest that a policy should be added to the EDP to that effect.</p> <p style="text-align: center;">Travel Plans</p> <p>Robust Travel Plans should be submitted for all new developments where these are likely to have a significant impact on the highway</p>	<p>The Parish Council agrees with the sentiment raised in this point re EV charging, but we believe it is fully covered already, so no changes have been made.</p> <p style="text-align: center;">The proposed change re Travel Plans is accepted. Amended text is included in Policy 8a (4) as a new point.</p>
<p style="text-align: center;">17 Protecting and Enhancing Local Services and Facilities</p> <p>The opportunity for energy efficiency and renewable energy (including battery storage) retrofits to community facilities should be promoted, as a way to reduce running costs and make the buildings more economically sustainable, e.g. supporting energy-related retrofits as well as measures to prevent over-heating in:</p> <p>Paragraphs 197-202; and Policy 9 Protecting and Enhancing Community Facilities Section 2.</p>	<p style="text-align: center;">The proposed change is accepted. The amended text is included in Paragraph 229 and Policy 9 (3).</p>
<p style="text-align: center;">Need for a nursery</p> <p style="text-align: center;">Paragraph 204</p> <p>DCC is actively working with Etwall Primary School to explore options to deliver future nursery provision</p>	<p style="text-align: center;">The proposed change is accepted. The amended text is included in Paragraph 230.</p>
<p style="text-align: center;">19 Developer Contributions</p> <p>Issues regarding congestion, car parking, and potential remodelling of the public realm are understood, and are clearly of concern to Etwall residents.</p>	<p style="text-align: center;">The Plan has been strengthened to include more detail about the bus services in Paragraphs 216 to 221 and a new Policy 8c.</p>

DERBYSHIRE COUNTY COUNCIL	RESPONSE FROM WORKING GROUP
<p>Nevertheless, the Plan could be strengthened with the consideration and encouragement of other mobility solutions, specifically public transport and car share or car clubs.</p>	<p>The Parish Council would prefer to not support using developer contributions towards car share or car clubs.</p> <p>Text has been added to Paragraph 278 to cover Developer Contributions relating to Section 278 Contributions, these are also referenced in Policy 11.</p>
<p style="text-align: center;">Buses / Public Transport</p> <p>It is acknowledged that the influence of the ENP on public transport provision is limited, as almost all bus services in Derbyshire are provided on a commercial basis. In the event of any significant new residential or commercial development, developer contributions should be explored in order to support revised services, particularly where any such service enhances the offer to the new development.</p> <p>Any contributions can be time limited to support any such services until they become economically viable.</p>	<p style="text-align: center;">The proposed change is accepted.</p> <p>The amended text is included in Paragraphs 216 to 221 and a new Policy 8c has been added.</p>
<p style="text-align: center;">Car clubs</p> <p>Community car clubs have proved to be viable in many rural areas. This could be a potential solution in Etwall, as they negate the need to purchase a car, reduce financial pressure on individual households and eliminate the need for car parking and storage.</p>	<p>The Parish Council understands the reasoning behind this proposal; however, we do not believe that this is something to be added to the Plan for Etwall at this stage.</p>
<p>Developer contributions should therefore be considered to help establish an Etwall Car Club. As above, any such contributions should be time limited to support any such service until it becomes economically viable.</p>	<p>The Parish Council understands why this is suggested, however we would prefer to use any developer contributions for infrastructure improvements, so this suggestion has not been included in the Plan.</p>

FREETH	RESPONSE FROM WORKING GROUP
<p>Policy 1 – We OBJECT to the inclusion of ‘Passivhaus’ within the criteria of how proposals should demonstrate design quality. This is referenced at criteria ‘j’ under ‘sustainable design features’ and the supporting text at paragraph 59 sets out key principles that it wants developers to follow.</p> <p>Whilst a commitment to sustainable design is appropriate, any requirements need to be proportionate and viable.</p>	<p>The Parish Council wants to retain this link to Passivhaus as an aspiration to be achieved.</p> <p>Text has been amended but is still included in Paragraph 62 and Policy 1 (2j).</p>
<p>Passivhaus is a very high standard and is highly unlikely to be viable in the vast majority of development. Reference to Passivhaus should be removed from the policy in its entirety. The policy explains that its requirements are based upon the Etwall Design Guidance and Code (2024) but this document does not reference Passivhaus. It contains a section on ‘Sustainable Design’ at Section 4.9 which covers more proportionate measures for assessing Sustainable Design.</p>	<p>Covered in answer above.</p>
<p>Policy 3 – Whilst the principle of having a policy that protects landscape character is reasonable, we wish to raise a number of issues. Firstly, the opening line of paragraph 1 states “development proposals that adversely affect the undeveloped (our emphasis) character of areas ... The inclusion of the word ‘undeveloped’ as the key contributor to character is inappropriate and immediately causes difficulty for assessment of development proposals. This is inconsistent with other elements of the policy and the supporting text which advise that development could be acceptable in these locations. The word ‘undeveloped’ should be removed from the policy for consistency and clarity.</p>	<p>The Parish Council agrees with this suggestion and has removed the word ‘undeveloped’.</p>
<p>ALS DESIGNATION CHALLENGE</p> <p>The evidence that has been produced to derive the Areas of Landscape Sensitivity is extremely limited and lacks objective appraisal.</p>	<p>The Parish Council does not accept these points.</p> <p>However, additional text and justification have been added to explain the reasoning and justification for the designation of the ALS.</p> <p>In recognition of the comments from Freeths and other developers, the ALS boundaries have been reviewed, with two having their area reduced and one ALS being removed completely.</p>

	<p>ALS 5 has been removed as it did not conform to specific field boundaries.</p> <p>ALS 6 has been reduced in overall size and amended to follow identifiable field boundaries.</p> <p>ALS 3d has been reduced in size and no longer overlaps ALS 6.</p> <p>Paragraph 103 now includes new details about the ALS which remain in the Plan. This additional detail, which was used to define the ALS, has been added to justify why these particular ALS were selected.</p> <p>Map 4c has been redrafted to show the revised areas covered by the ALS.</p>
<p>Policy 10 – This provides a series of sub policies relating to housing matters including housing mix, affordable housing and rural exception sites. We OBJECT to the absence of allocations to meet Etwall’s identified housing need.</p>	<p>A Neighbourhood Plan has to be in general conformity with the strategic policies in the SDDC Local Plan Part 1 and Part 2.</p> <p>It was not within the scope of the Plan to do major site allocation – the Plan provides more local detail around SDDCs strategic policies and the Parish Council will review the Plan when SDDC have completed their site allocation process once the Local Plan Part I and Part 2 have been reviewed.</p> <p>When the Parish Council reviews the Plan (expected to be in 5 years time), they may consider site allocation at that time.</p>

<p>NATIONAL HIGHWAYS</p>	<p>RESPONSE FROM WORKING GROUP</p>
<p>In responding to Local Plan consultations, we have regard to DfT Circular 01/2022: The Strategic Road Network (SRN) and the Delivery of Sustainable Development (‘the Circular’). This sets out how interactions with the SRN should be considered in the making of local plans. In addition to the Circular, the response is also in accordance with the National Planning Policy Framework (NPPF) and other relevant policies.</p> <p>It is acknowledged that due to the scale and anticipated distribution of any additional development growth being proposed through the Neighbourhood</p>	<p>Comments noted, no changes to the Plan are needed.</p>

<p>Plan, it is unlikely that there will be any significant impacts on the operation of the SRN in the area (notwithstanding the Freeport).</p>	
<p>NATURAL ENGLAND</p>	<p>RESPONSE FROM WORKING GROUP</p>
<p>Natural England does not have any specific comments on this draft Neighbourhood Plan.</p> <p>However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan and to the following information.</p>	<p>The Parish Council has reviewed the information in the Annex and have added reference to swift bricks, green roofs and green walls.</p> <p>The text has been added in Paragraph 137.</p>
<p>SOUTH DERBYSHIRE DISTRICT COUNCIL</p>	<p>RESPONSE FROM WORKING GROUP</p>
<p>Policy 2 Infill/Backland Development</p> <p>Policy H1 of the Local Plan is a Strategic policy that sets out the level of development in each settlement. Etwall is a ‘Tier 2’ key service village and H1 states. ‘For the above two tiers, development of all sizes within the settlement boundaries will be considered appropriate and sites adjacent to settlement boundaries as an exceptions or cross subsidy site as long as not greater than 25 dwellings.’ There is therefore potential conflict between H1 and the first part of Policy 1. Whilst there are limited opportunities likely to come forward within the settlement boundary, there is no definition of ‘infill’ within the settlement boundary either in the Local or the NDP. It is suggested that the word ‘infill’ is removed from the policy with regards to within settlement boundaries.</p> <p>The Parish Council may also want to consider the criteria set out at 1 a – c and 2 against the District Councils Design policy BNE1to ensure that the Neighbourhood Plan policy is as effective.</p>	<p>The Parish Council agrees with the suggestion made, and has added an additional qualification applying to ‘infill’ development within the settlement boundary, reflecting the criteria set out in SDDC’s Policy BNE1.</p> <p>Policy 2 (1d) has been added.</p>
<p>It is acknowledged that Policy BNE5 is a non-strategic policy and Neighbourhood Plans should be general conformity with strategic policy. Policy 1 refers directly to</p>	<p>Point noted, no changes needed.</p>

SOUTH DERBYSHIRE DISTRICT COUNCIL	RESPONSE FROM WORKING GROUP
<p>BNE5 and as such Part 3 of the policy relating to development outside settlement boundaries is acceptable.</p>	
<p>Policy 3 Protecting the Landscape Character – Key views</p> <p>Whilst AECOM has prepared a Design Guide and code in support of the Plan, the key views are broad and there appears to be limited information about the specifics on why the key views are important, i.e. what elements of the view is important from what specific location. To prevent this being a block on all development this information will be useful for the Council when determining planning applications and to ensure that the Neighbourhood Plan policy is applied in the way envisaged by the Parish Council.</p>	<p>The proposed change is accepted.</p> <p>The descriptions of all twelve Key Views in Appendix B have been reviewed, describing where necessary in more detail why the Key View is important to residents.</p>
<p>Policy 3 (4) appears to cover some of the ground covered by strategic policy BNE4 and therefore the NDP appears to be covering ground that the Strategic LP1 plan already covers. It must also be borne in mind that separate legislation covers the protection of hedgerows, albeit this is not considered to conflict with national policy or the strategic policies of SDDC.</p>	<p>Policy 3 (4) is based on the local analysis and reflects the community’s concern with the need to ensure trees and hedgerows are protected or replaced. As it does not conflict with national or District strategic policy the Parish Council would prefer for it to remain.</p>
<p>Policy 4 Protecting and Enhancing the Natural Environment</p> <p>Policy 4 (7) states: ‘Whilst Etwall Parish Council supports the implementation of renewable energy initiatives, it does not support the repurposing of best and most versatile agricultural land for large scale installation of photovoltaic panels. This element of the policy appears to repeat part of BNE4 of LP1 but is negatively worded and goes further than the current adopted policy ruling out solar farms on best and most versatile land. This also goes beyond national policy which states that development should be directed towards low quality agricultural land as a preference but does not prohibit development on best and most versatile land. This element of policy 4 needs to ensure consistency with the national policy and the emerging LPP1, if required at all. The remaining points of the NDP policy are supplemental and is therefore supported.</p>	<p>The Parish Council feels that it is important to prioritise the development of solar farms to be built on lower quality agricultural land.</p> <p>The wording of Policy 4 (7) has been amended to reflect LPP1 BNE4. The Parish Council believes that this new wording does not conflict with national policy, but the Plan does stress that the Parish Council would prefer to see lower quality agricultural land being used for solar farms.</p>

SOUTH DERBYSHIRE DISTRICT COUNCIL	RESPONSE FROM WORKING GROUP
<p style="text-align: center;">Policy 5 Designation of Local Green Spaces</p> <p>NDP policy 5 seeks to designate areas as Local Green Spaces as shown on Map 6. The Etwall NDP does not re-allocate but identifies the local green spaces already identified in the SDDC Local Green Spaces Plan 2020. The sites put forward are considered to meet the criteria used by SDDC. The landowners of the various sites should be informed of the proposed designation in all cases. SDDC supports the inclusion of this policy.</p>	<p style="text-align: center;">Point noted, no changes to the Plan are needed.</p>
<p style="text-align: center;">Policy 6 Protecting and Enhancing Heritage Assets</p> <p>Policy BNE2 of the LPP1 is the Strategic policy covering heritage assets and is supported by BNE10 of the LP Part 2. It is acknowledged that these policies need updating and a draft policy has been set out in the Reg 19 ‘Publication’ version of the Local Plan Part 1. As has been set out previously, NDPs should be in conformity with the Council’s Adopted Local Plan. Whilst there is an element of repetition, the NDP policy should not seek to go further than the NPPF or, in this case the draft LP1 publication version of BNE2 which Historic England support in their response to the latest consultation. It is understood that Etwall Parish Council has been in discussion with the Council’s Conservation Officer about the designation of some buildings on a local list as non-designated heritage assets as part of SDDC’s work as set out in adopted LP1 BNE2 ©.</p> <p>Policy 6 relies heavily on the evidence base to demonstrate that Etwall has a wealth of non- designated heritage assets.</p> <p>Whilst the Design Guide and appendices refer to specific non designated heritage assets, there should be clear evidence provided as to why the proposed local listings have a particular heritage impact and why they should be identified as such compared with other local buildings. The Design Guide and Code does not appear to include a heritage assessment. A heritage assessment would be useful to justify the relevant part of Policy</p>	<p>The Parish Council believes that it carried out a logical process which led to the identification of the eighteen Assets. A number of other potential assets were excluded from the list as they did not, on further test and examination, prove to have the necessary characteristics.</p> <p>Three further assets, suggested by residents, were added to the original list drawn up by the Parish Council, to make the total of eighteen.</p> <p>A new table has been added detailing the nine-stage process which the Parish Council followed to arrive at the final list of Assets, including a site visit with the SDDC Conservation Officer and members of the Local History Society.</p> <p>The Parish Council was unable to find a methodology on how to formally carry out a ‘heritage assessment’ other than by detailing the nine-stage process referred to above.</p> <p>A new table is now included in Paragraph 159 which shows the nine-stage process which was used to finalise the list of Assets.</p>

SOUTH DERBYSHIRE DISTRICT COUNCIL	RESPONSE FROM WORKING GROUP
<p>6 and the SDDC Conservation Officer would be able to provide further advice on this.</p>	
<p>Policy 7 Reducing the Risk of Flooding</p> <p>Policy SD2 of LPP1 is the strategic policy relating to Flood Risk. Policy 7 of the NDP does not seek to replace SD2 but echo it and the NPPG. However, the second part of Point 1 is a matter of fact and relates to plan preparation. This is a policy within the emerging NDP and is therefore not necessary. The NDP does not make any allocations for new development and if it did, the second part of point 1 of the proposed Policy 7 would have been taken into account at that time. It is recommended that this part of point 1 should be deleted. In addition, Point 4 is a reference to Etwall’s Design Code 20 ‘Resilience to Climate Change’. Etwall Parish Council, as designated Neighbourhood Planning qualifying body should consider the necessity of adding additional requirements on developers that are adequately covered in adopted Local Plan policy SD2 and emerging policy SD2.</p>	<p>The proposed changes are accepted in part.</p> <p>The Parish Council agrees with the proposed changes to Policy 7 (1) (the second part of this paragraph has been removed) and Policy 7 (4) has also been amended.</p> <p>The Parish Council feels that Design Code 20 covers issues of significance for the Parish and is not considered to put additional requirements on developers.</p>
<p>Policy 8a Car Parking, Traffic Movement and Pedestrian Safety</p> <p>Policy INF2 is the strategic policy in the LPP1 that covers sustainable transport including walking, cycling and public transport. Part A of INF2 sets out when planning permission will be granted. Policy 8a (1) appears onerous and is cited as an aspiration in the supporting text. It will be for the Highway Authority to determine what is necessary, relevant and related to the development proposed. However, it is considered that this part of the policy is unlikely to be able to be complied with and should be either removed as there are unlikely to be any proposals close enough to the locations identified on Map 9b or at made clearer in the main policy text that the policy is aspirational.</p>	<p>The Parish Council accepts that the original wording included in Policy 8a (1) needs to be made clearer.</p> <p>Information received back to the Parish Council from the questionnaire sent out to all residents in September 2023 evidenced clearly that the biggest cause of concern, for the residents of Etwall, is congestion around the three main junctions in the centre of the village. Congestion around these three junctions leads motorists to use other roads to exit the village, these are roads which were never designed to carry this level of traffic.</p> <p>The Parish Council does not believe that suitable traffic assessments have been carried out to properly assess the extra traffic resulting from new developments and the increase in school pupil numbers.</p> <p>The Working Group has carried out further checks on the numbers of vehicles using the key junction of Main Street/Willington Road. This information is included in Paragraph 175.</p>

SOUTH DERBYSHIRE DISTRICT COUNCIL	RESPONSE FROM WORKING GROUP
	<p>The aim of Policy 8a is to ensure that any development (particularly at the known SHELAA sites along Willington Road) includes sufficient mitigation to prevent extra traffic using the junctions which are already highly congested.</p> <p>Text changed: extra detail has been added in Para 175 and Policy 8a (1c) clarified.</p>
<p>Policy 8b Extending the Footpaths and Cycle Routes</p>	<p>Point noted. No changes to Plan needed.</p>
<p>Policy 9 Protecting and Enhancing Community Facilities</p>	<p>Point noted. No changes to Plan needed.</p>
<p>Policy 10a Housing Mix and Type</p> <p><i>Policy H20 is the strategic policy relating to housing balance. This policy is extensively revised in the emerging Local Plan Part 1. Policy 10a (1) would appear to go beyond the existing H20 and the emerging H20 policy. However, the NDP does have the evidence to support this detail in the form of a local housing needs assessment. This assessment appears to support criterion 2 relating to justification of mix and type of housing.</i></p> <p>Criterion 3 states: ‘For major development or mixed-use proposals on a site of more than 0.5 hectares, <i> dwellings that are adaptable and accessible to accommodate the needs of residents as they age are supported. Minimum requirements are 5% for market homes M4(3)(a) and 10% for affordable homes M4(3)(b) in accordance with the emerging Local Plan Part 1 Review policy but a higher % would be supported.</i>’ This is a direct repeat of Policy H20 D i) and ii) in the emerging LP1. Whilst it has limited weight at this time it is likely to be adopted in this or modified form either before or around the same time as the NDP. The Parish Council will need to ensure that any changes made to the Local Plan Policy through the Examination process are reflected in the Neighbourhood Plan. Given that this is duplicated from the emerging Local Plan Part 1 Review the Parish Council may wish to consider removing it from the Neighbourhood Plan.</p>	<p>The Parish Council has considered the point made, but would prefer to retain the wording as written. Policy 10a (3) reflects both the Etwall HNA analysis of population requirements over the plan period (with an ageing population) and is in step with SDDC evidence which shows the same.</p> <p>Policy 10a (3) uses the emerging Local Plan thresholds for wheelchair users to be consistent with this higher-level policy. It is possible that the Plan will be ‘made’ before the revised Local Plan Part 1 is adopted so it was considered helpful to include this requirement here as it can be justified and evidenced at both District and Parish level.</p>

SOUTH DERBYSHIRE DISTRICT COUNCIL	RESPONSE FROM WORKING GROUP
<p>Whilst there is no strategic policy specifically covering houses of multiple occupation, Criterion 4 states: ‘Where planning permission is required for a change of use from a dwelling house to a home with multiple occupation, the proposal needs to demonstrate that sufficient off street parking is provided or that there is sufficient capacity on street to accommodate the additional vehicles that are likely to be required, without causing obstruction to neighbouring properties. Where planning permission is required to allow a change of use from a C3 Residential Use, permission will only be supported if:</p> <ul style="list-style-type: none"> • the building is a detached building • the proposed use will not have an adverse effect on the residential amenity of neighbouring properties due to an intensification of activity (e.g. noise) • there is sufficient off street parking for all vehicles, including staff, visitors and users of the building • there will be no additional traffic congestion caused by the change of use, road access to the building must be able to accommodate any extra traffic safely and without adversely affecting neighbouring properties.’ <p>Clearly not all proposals involving changes of use require planning permission, most that do will be under permitted development. Those applications that require planning permission are likely to be very few. In those instances, Policies BNE1 and INF2 are likely to be the relevant policies to be assessed against as well as SD1 – Amenity and Environmental Quality. The Parish Council should consider whether this is adding to existing policy requirements without justification or evidence to support the need for it.</p> 	<p>The Parish Council wants to retain the references to the requirements for HMOs and for changes of use for buildings from C3 Residential Use to another designation.</p> <p>The Parish Council accepts that the wording was not clear, so have amended it to be clearer.</p> <p>The references were only intended to apply to applications that require planning permission.</p> <p>The requirements for Houses in Multiple Occupation (HMO) related only to ensuring that sufficient parking will be available.</p> <p>The four criteria quoted (regarding the building being detached, there being no adverse effect, the need for sufficient parking and no additional congestion to be caused) was intended to apply only to buildings where planning permission is being sought for a change of use from C3.</p> <p>The Parish Council included these references based on a review of Planning Applications throughout South Derbyshire and nationally. There were a number of Applications which the Parish Council felt would not be appropriate in Etwall, if the Application had been made in this Parish.</p> <p>Specifically, there was discussion, and an application was prepared but not published, for a change of use from a C3 semi-detached house in the Parish to become a Children’s Home. The Parish Council used this example to formulate the wording of this Policy.</p> <p>Text changed: Paragraph 263, Policy 10a (4) and (5) have been amended to clarify the above changes.</p>
<p style="text-align: center;">Policy 10b Affordable Housing</p> <p>Policy H21 is the strategic policy relating to affordable housing. This policy is being updated and a draft is set out in the emerging LP1. Criterion A states that: <i>‘The Council will seek to secure up to 40% of new housing development as</i></p>	<p style="text-align: center;">The proposed change is accepted.</p> <p style="text-align: center;">The amended text is included in Policy 10b (1).</p>

SOUTH DERBYSHIRE DISTRICT COUNCIL	RESPONSE FROM WORKING GROUP
<p><i>affordable housing as defined in the NPPF on sites of over 10 dwellings.’</i> Criterion 1 of Policy 10a sets out what constitutes affordable housing. Given that the definition of affordable housing has recently changed in the latest NPPF glossary it is suggested that a description not be included in the policy unless it includes ‘or subsequent definition’ or similar text.</p>	
<p>Policy 10c Rural Exception Site</p>	<p>Point noted. No changes to Plan needed.</p>
<p>Policy 11 Developer Contributions</p> <p>INF1 is the strategic policy relating to developer contributions. Again, this has been extensively revised in the emerging LP1. Policy 11 states: <i>Subject to their scale and significance, development proposals should demonstrate a consideration of their impact on local infrastructure (including schools, GP services, highways, local services and community facilities) and how any required works would mitigate the identified impacts in a satisfactory way in accordance with national regulations (s106 and Community Infrastructure Levy where applicable).</i></p> <p>This policy appears to add little to the strategic local plan policy, SPD and national guidance and as such may not be necessary. Were there something specific that Etwall Parish Council is specifically seeking within the neighbourhood area that would be fair and reasonable to secure through Section 106 funding this may be appropriate, but the infrastructure listed in the draft policy, or a contribution towards it, is what will likely be sought, should a ‘major’ proposal come forward within the Plan.</p>	<p>The Parish Council accepts that the wording in the Plan should be modified. The Plan has been amended to restate that a Transport assessment and Travel Plan are essential for proposals with significant transport implications affecting the Parish.</p> <p>The amended text is included in Paragraph 201 and in Policy 8a (4).</p>
<p>Para 3 refers to the adoption of LPP1 by ‘winter 2025/26’ given submission of LPP1 is likely to be at the end of 2025, referred to as ‘Autumn 2025’ in the latest LDS approved in February 2025 adoption in the winter may be optimistic and the Neighbourhood Plan should update this to reflect the current position at the next stage of Neighbourhood Plan production.</p>	<p>The proposed change is accepted, but the Parish Council recognises that this Paragraph may need updating prior to any referendum on the Plan.</p> <p>The amended text is included in Paragraph 3.</p>

SOUTH DERBYSHIRE DISTRICT COUNCIL	RESPONSE FROM WORKING GROUP
<p>Para 5 – The current adopted LDS sets out a pathway for preparation of a revised Local Plan Part 2. However, it is still not clear yet what that DPD would contain given the likely consultation later this year regarding National Development Management policies and the number of non-strategic development that may be considered given the full housing and employment allocation is set out in LP1. It is expected that this text will be updated in line with the latest version of the Plan/LDS at the time of adoption.</p>	<p>The proposed change is accepted. The amended text is included in Paragraph 5.</p>
<p>Para 61 – Update reference to windfall sites in line with updated figures in ‘Publication’ plan. This identifies the number of dwellings from unallocated sites and windfalls as 1788 over the plan period. See also Housing Trajectory on page 222.</p>	<p>The proposed change is accepted. The amended number of dwellings (1788) has been updated in Paragraph 65.</p>
<p>Para 62 – Windfalls might also include dwellings outside the settlement boundary as set out in BNE5 of LPP2.</p>	<p>The proposed change is accepted. The amended text is included in Paragraph 65.</p>
<p>Para 141 – A Flood Risk Assessment is required for proposals within Flood zone 1 if ‘major’ development is proposed. Please add.</p>	<p>The proposed change is accepted. The amended text is included in Paragraph 167.</p>
<p>Para 245 – 261 – Commentary on EMIP – Whilst it is understandable that the Parish Council as NDP body would wish to comment on this draft allocation of a regional and national scale, it correctly recognises that this is not the place for a policy. In this context the Prish Council should consider the benefits of setting out what appears to be the Parishes understanding of how the EMIP has come about, what development might take place and in what location. This may be better to be left to the Local Plan and, ultimately, the NSIP application, which is likely to be the mechanism for determination.</p>	<p>This is one of the major concerns for residents of the Parish, so the Parish Council wants to retain these Criteria. The Plan does not include its own policy but rather pulls together all the information on the EMIP in Section 21. It endorses the approach in the Publication Draft Local Plan. The Parish Council contends that the manner of its inclusion in the Plan does not seek to extend the remit of the Plan to strategic matters. The list of key criteria is intended to assist decision makers in understanding the concerns of local residents.</p>
<p>In addition to the comments above it should be noted that some polices in this NDP may need to be amended at Reg 15 stage in line with the Town And Country Planning, England - The Neighbourhood Planning (General) Regulations 2012)</p>	<p>Point accepted.</p>

SOUTH DERBYSHIRE DISTRICT COUNCIL	RESPONSE FROM WORKING GROUP
<p>prior to examination to ensure compliance with the most recent NPPF. Whilst the emerging LPP1, which was published for consultation on the 10 March, will be submitted later this year and examined under the 2023 NPPF. This is in line with Reg 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012.</p>	<p>The Plan has been written in accordance with the December 2024 NPPF – it is accepted that if this is revised, references will need to be updated.</p>
LICHFIELD	RESPONSE FROM WORKING GROUP
<p>These representations are prepared with a focus placed on the land controlled by St Philips, which is the Land at Main Street, Etwall (“the Site”). St Philips welcomes this consultation and the opportunity to comment on the proposed NDP. Notwithstanding this, St Philips is concerned that as drafted, the NDP does not meet the relevant basic conditions, as set out in paragraph 8(2) of Schedule 4B of the Town and Country Planning Act (1990).</p>	<p>The Parish Council believes that the Plan does meet the basic conditions – it is in general conformity with the strategic policies in the SDDC Local Plan Part 1 and Part 2. There has been guidance and input from SDDC as the Plan has been drafted. SDDC do not make this contention in their Reg 14 comments.</p> <p>The policies demonstrably contribute to the achievement of sustainable development and are in accordance with national policy. The Plan does not seek to prevent development but to provide more detailed information on the quality of the landscape and the capacity of local infrastructure. Providing this information does not mean it fails the basic conditions test.</p> <p>A Neighbourhood Plan is not required to allocate sites and the Plan does not promote less development than that set out in strategic policies.</p>
<p>Previous Representations: South Derbyshire Draft Local Plan Part 1 Review Publication Plan Consultation</p> <p>In April 2025, Lichfields prepared representations on behalf of St Philips for the South Derbyshire Draft Local Plan Part 1 Review Publication Plan Consultation (“South Derbyshire PP Consultation”), focusing on strategic matters relating specifically to St Philips’ land interest at Main Street, Etwall.</p> <p>Within these representations, we raised St Philips’ concerns in relation to South Derbyshire’s approach to housing growth. Concerns about the housing trajectory were raised; South Derbyshire District Council’s assumed trajectory indicated that</p>	<p>These concerns seem to relate to Lichfield’s objections to the SDDC Local Plan. These comments need to be addressed to SDDC.</p> <p>The Plan is required to be in conformance with the SDDC Local Plan.</p>

LICHFIELD	RESPONSE FROM WORKING GROUP
<p>the District Council would not meet its housing needs – identified in Policy DS1 – with a 57-dwelling shortfall over the plan period.</p> <p>Moreover, from 2032, the District Council’s annualised projected delivery would not meet its housing needs, with the District relying to a greater extent on windfall development over the plan period. The District Council assumed an average annual windfall rate of c.81 dwellings per annum [dpa]. However, in South Derbyshire’s Five Year Housing Land Supply (“5YHLS”) position (published in January 2025), they assumed a 41 dpa windfall rate. The NPPF states that when making an allowance for windfall development in anticipated supplies, this should be underpinned by <i>“compelling evidence that they will provide a source of supply”</i> having regard to <i>(inter alia) “historic windfall delivery rates and expected future trends”</i> (Paragraph 75). Therefore, St Philips considered that there was no compelling evidence that an 81 dpa windfall rate could be achieved over the plan period. As such, when reducing the District Council’s windfall allowance to align with its own evidence in the 5YHLS, this would reduce South Derbyshire’s supply by 680 dwellings.</p> <p>It was therefore concluded that South Derbyshire should have allocated further sites to address their housing needs in full and ensure a sufficient and flexible supply is provided.</p> <p>As part of the South Derbyshire PP Consultation process, a Call for Sites exercise was undertaken. This Site was submitted through the District Council’s Strategic Housing and Economic Land Availability Assessment [SHELAA], assessed under Site Reference: 121. Crucially, the SHELAA considered this Site to be ‘suitable, available and deliverable’ and developable. The SHELAA further noted that:</p> <p><i>“Derbyshire County Council Landscape Architect identified a moderate landscape constraint... Site is mainly flat, and topography is unlikely to affect site deliverability or suitability. No mitigation required in relation to criteria.”</i></p>	

LICHFIELD	RESPONSE FROM WORKING GROUP
<p>Within the wider context of needing further sites in the District to allocate housing growth, the Site lends itself well to achieving these objectives. The Site offers the opportunity to achieve a medium-sized extension, on the north-eastern edge of Etwall, one of the most sustainable villages in the District.</p>	
<p>Etwall Neighbourhood Plan: Chapter 11 – Protecting the Landscape Character</p> <p>St Philips wishes to challenge the draft allocation of the Area of Landscape Sensitivity (“ALS”) because it would preclude growth of the village in any direction. The Site is identified as an Area of Landscape Sensitivity (Reference: ALS1).</p>	<p>The Parish Council does not accept that this is a valid challenge.</p> <p>The Parish Council understands that by designating the areas as ALS it does not necessarily prevent development but does require any prospective developer to take into account the sensitivity of the landscape in the layout and landscaping.</p> <p>The aim is not to preclude all development, although it is worth noting that in the context of Local Plan Policy H1, the Plan would not have been able to allocate sites in excess of 25 dwellings on the settlement edge without being in conflict with the adopted District policy.</p> <p>However, in recognition of the comments from Lichfield, we have reviewed the ALS and their boundaries and have reduced the number of ALS and reduced the overall area covered.</p> <p>ALS 5 has been removed completely as it did not conform to specific field boundaries.</p> <p>ALS 6 has been reduced in overall size and amended to follow identifiable field boundaries.</p> <p>ALS 3 d has been reduced in size and no longer overlaps ALS 6.</p> <p>Amended text: Paragraph 103 now include new details about the ALS which remain in the Plan. This additional detail, which was used to define the ALS, has been added to justify why these particular ALS were chosen.</p> <p>Map 4c has been redrafted to show the revised areas covered by the ALS.</p>
<p>Challenging the Site’s Landscape Sensitivity</p>	<p>The Parish Council does not accept these comments.</p>

LICHFIELD	RESPONSE FROM WORKING GROUP
<p>We challenge this Site’s allocation as an Area of Landscape Sensitivity. In 2023, NODE prepared a landscape-led Vision Document for the Site on behalf of St Philips (attached). Their analysis of the national, regional and local landscape character of the Site concluded that:</p> <p><i>“The Site’s landscape character reflects a number of elements identified as characteristic of its character area at a national and regional/local level...The Site’s landscape is considered to constitute a typical, but unremarkable example of landscape character both at a national and regional/local level”.</i></p> <p>The Site’s potential visual sensitivity was also reviewed as part of NODE’s landscape assessment. Observations were that the Site is well screened from long distance views from both the north and southeast of the Site, with a mature hedge along Burnaston Lane screening the Site well. Whilst the Site is prominent from Main Street, this is in the context of existing residential development. St Philips therefore considers that the Site should not be classified as an Area of Landscape Sensitivity.</p> <p>Furthermore, in an Appeal (Ref: APP/F0/W/15/3136939) concerning the land immediately north of the Site, also on Main Street, the Inspector observed that:</p> <p><i>“16. On approach from the north/east the site is seen against the backdrop of existing development in Etwall. As such, the site relates to some extent to the built-up area and is contained by roads and significant planting. The appellant also refers to other urban features nearby including a wind turbine and a communications mast along with traffic noise on the A516...”</i></p> <p><i>18. The site is not subject to formal landscape designation, or within an Area of Outstanding Beauty or a National Park. The Site is identified in the Council’s Strategic Housing Land Availability Assessment (SHLAA) as potentially suitable for developing without mention of any landscape issues. I also note the appellant’s view that it was not initially identified by the Council as being a valued rural landscape...”</i></p>	<p>The suggestion that the site is well screened is rejected. Any development of this site would significantly affect the views towards the Conservation Area of Etwall when approaching from the north.</p> <p>Development of this site would be visible from buildings in the Conservation Area.</p> <p>Lichfield make reference to a document produced to support the ALS included in the Repton Neighbourhood Plan. The Parish Council understands that, at the time when the Repton Neighbourhood Plan was developed, funding was made available by Central Government to carry out this assessment.</p> <p>When this Plan was developed, Locality provided resources to produce the Etwall Design Guidance and Code document. The contents of that document were all that was made available to the Parish Council in support of defining the ALS for the Parish Council regarding Housing Needs.</p> <p>The Parish Council rejects the argument that the development on this site on Main Street is necessary to deliver the extra housing needed.</p> <p>Paragraph 243 in the Plan states that Etwall Parish is not a Housing Market area in isolation. It is part of the wider Derby Fringe Sub Area of the Derby City Housing Market Area.</p> <p>There are proposals for around 2500 new homes in this Sub Area, we believe that the Housing Need identified by AECOM can be met by this proposal.</p>

LICHFIELD	RESPONSE FROM WORKING GROUP
<p>In addition, the Etwall Neighbourhood Plan Design Guidance and Code (2024)'s evidence base appears largely based on visual findings and judgements to define the Area of Landscape Sensitivity, rather than technical evidence. As part of Figures 37 and 64, the classification of "Potential Area of Landscape Sensitivity" is given to the Site – this allocation, however, has been determined by the Etwall Neighbourhood Plan Working Group, rather than part of the Design Code process. Moreover, the Area of Landscape Sensitivity assessment criteria is appended to the NDP (under Appendix G), used by the Working Group. This criterion, however, does not seem to include methodology, maps, nor source data, so it seems to be a rather limited assessment. The Planning Practice Guidance states that <i>"a neighbourhood plan can allocate sites for development, including housing. A qualifying body should carry out an appraisal of options and an assessment of individual sites against clearly identified criteria"</i> (PPG ID:41-042-20170728). The Landscape Character and Visual Amenity assessment for Repton Neighbourhood Plan, for example, was a 31-page document produced by FPCR (an independent landscape consultancy) with explicit assessment breakdowns. This clear evidence appears to be missing from Etwall's landscape sensitivity assessment. If the Council has produced such a document, then this should be made available for consultation on the Parish Council's website. In the absence of such evidence the draft Neighbourhood Plan would fail to satisfy the Basic Conditions.</p> <p>These wider observations coupled with NODE's specific assessment of the Site can present the argument that this parcel of land should not be designated as an Area of Landscape Sensitivity. The large area of land was assessed against its sensitivity to development as a whole, with no consideration of whether further parcel subdivision would be appropriate. This classification could hinder development on Site when the area has unmet housing need.</p> <p style="text-align: center;">Housing Needs</p> <p>As outlined in the section above, South Derbyshire District Council are facing a shortfall in their housing supply. This unmet housing need extends to Etwall Parish. Etwall Parish es commissioned AECOM to conduct a Housing</p>	

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<p>Needs Assessment [HNA] for the Neighbourhood Plan Area in 2024. The 2021 Census data shows there were 1,309 households in the Neighbourhood Area – and increase of 154 households since the 2011 Census. The HNA further explains that in Etwall, 262 new homes have been built since 2011, with 68 as affordable housing.</p>	
<p>Despite the evidence from AECOM, the NDP fails to define specific housing requirements, nor does the Plan make specific points to address housing need. As per AECOM’s HNA, there is identified housing need in the Parish; surrounding the village centre with various Areas of Landscape Sensitivity – within which this Site sits – significantly limits the potential for development to meet this need.</p>	<p>A Neighbourhood Plan has to be in general conformity with the strategic policies in the SDDC Local Plan Part 1 and Part 2. It was not within the scope of the Plan to carry out a major site allocation – the Plan provides more local detail around SDDCs strategic policies and the Parish Council will review the Plan when SDDC have completed their site allocation process as part of the Local Plan Part I review and Part 2.</p> <p>When the Parish Council reviews the Plan (expected to be in 5 years time), they may consider site allocation at that time.</p> <p>The Working Group took the opportunity to commission the Housing Needs Assessment to understand the implications of population change on the different type of housing mix required in the future. The Plan will be reviewed (expected to be in 5 years time) when the Review Local Plan is adopted and the Parish Council may consider site allocation at that time.</p>
<p>Land at Main Street</p> <p>St Philips is promoting the Land at Main Street, Etwall. The Site is located on the north-eastern boundary of Etwall, which is identified within the District Local Plan as a ‘Key Service Village’ and ranked second in the settlement hierarchy. The Site comprises agricultural land which is bound by residential development to the south, Main Street to the north, and agricultural land to the east. With the exception of the eastern boundary, the Site is enclosed on all sides by built development and is bound by mature trees and hedgerows.</p> <p>Development on this Site offers the opportunity to meet part of the District’s housing need in a sustainable location, adjoining the settlement boundary of a</p>	<p>The Parish Council does not accept the arguments as put forward.</p> <p>The description of the site is incorrect.</p> <p>It does not mention that the site is most likely to be built on ‘best and most versatile’ land.</p> <p>(Source: DEFRA map East Midlands Region Predictive BMV Land Assessment © Defra) The site is in the area defined as being ‘High likelihood of Best and Most versatile (BMV) land’ (>60%area BMV)</p> <p>The site is not enclosed on all sides by built development.</p>

LICHFIELD	RESPONSE FROM WORKING GROUP
<p>category 2 settlement. New development has the opportunity to enhance the sense of place of Etwall Village as well as incorporate distinctive existing features from the local built environment. A range of facilities are within a twenty-minute walk of the Site.</p>	
<p style="text-align: center;">Concluding Remarks</p> <p>In order to allocate sites through a neighbourhood development plan, the Parish Council must in accordance with the PPG <i>“carry out an appraisal of options and an assessment of individual sites against clearly identified criteria.”</i> St Philips have been unable to identify evidence of the Parish Council carrying out an appropriate assessment of sites. In the absence of this evidence, St Philips considers that the NDP does not meet the basic conditions.</p> <p>We trust that these comments will be taken into consideration during the final stages of the preparation of the NDP and also as part of any future independent examination of the Plan. We also wish to be kept informed of the next steps in this process. Indeed, should there be an opportunity to do so, St Philips would welcome the opportunity to contribute further to that examination and would be happy to provide any further information if required,</p>	<p>A Neighbourhood Plan is not required to include site allocations. The respondent will be aware that a Neighbourhood Plan is not a Local Plan. A Neighbourhood Plan Group does not have the access to resources that a Local Planning Authority has, rather it is focused on non-strategic policies.</p> <p>The scope of this Plan does not include site allocation due to the complexities and uncertainty of site allocation and growth requirements at District level when the Plan was being prepared.</p> <p>The Plan focuses on providing more detail around SDDCs policies in the form of non-strategic policies. The Plan’s policies are in general conformity with District and national policies. The Plan does not seek to block development and does meet the basic conditions as will be set out in the Basic Conditions Statement to be submitted with the Plan.</p>

PROVIDENCE (PREPARED BY HOWARD SHARP & PARTNERS)	RESPONSE FROM WORKING GROUP
<p>1.1. The Pre-submission Draft of the Etwall Neighbourhood Plan requires a number of amendments in order to satisfy the basic conditions set out in the NPPF.</p> <p>Providence Land object on two main points, namely the landscape designations and the lack of a strategy to deal with evidence housing need.</p> <p style="text-align: center;"><i>Failure to Meet Basic Conditions on Housing Provision</i></p>	<p>The points made about the Areas of Landscape Sensitivity (ALS) are not accepted.</p> <p>A Neighbourhood Plan is not required to include site allocations. The respondent will be aware that a Neighbourhood Plan is not a Local Plan. A Neighbourhood Plan Group does not have the access to resources that a Local Planning Authority has, rather it is focused on non-strategic policies. The scope of this Plan does not include site allocation due to the complexities and uncertainty of site allocation and growth requirements at District level as the Plan was being prepared. The Plan focuses on providing much more detail around SDDC’s policies in the form of</p>

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	<p>non-strategic policies. The Plan’s policies are in general conformity with District and national policies. The Plan does not seek to block development and does meet the basic conditions as will be set out in the Basic Conditions Statement to be submitted with the Plan.</p>
<p>1.2. The Etwall Housing Needs Assessment (HNA, AECOM, July 2024) commissioned by Etwall Parish Council is clear that between 206 and 310 additional dwellings are required in the village during the plan period 2024-2040. The pre-submission draft Neighbourhood Plan (NP) allocates no further housing sites and does not provide a strategy for dealing with this need, therefore the Plan as drafted:</p> <p>a) Does not have regard to national policy (NPPF paras 29-31 and 61-63), which expects plans to help “significantly boost the supply of homes” and to be underpinned by appropriate evidence including housing needs assessments.</p> <p>b) Does not contribute to sustainable development (1990 Act 38A(2) & NPPF section 3) because it ignores the evidence of local need, forcing growth to unsustainable, less well-served locations.</p> <p>c) Is not in general conformity with the strategic objectives of the development plan, whose housing strategy (LPP1 Policy S4; H1) directs <i>appropriate growth</i> to Key Service Villages such as Etwall.</p> <p>These basic-condition failures mean the NP cannot proceed to referendum in its current form.</p>	<p>A Neighbourhood Plan is not required to include site allocations. The respondent will be aware that a Neighbourhood Plan is not a Local Plan. A Neighbourhood Plan Group does not have the access to resources that a Local Planning Authority has, rather it is focused on non-strategic policies. The scope of this Plan does not include site allocation due to the complexities and uncertainty of site allocation and growth requirements at District level as the Plan was being prepared. The Plan focuses on providing much more detail around SDDCs policies in the form of non-strategic policies. The Plan’s policies are in general conformity with District and national policies. The Plan does not seek to block development and does meet the basic conditions as will be set out in the Basic Conditions Statement to be submitted with the Plan.</p> <p>Paragraph 243 in the Plan states that Etwall Parish is not a Housing Market Area in isolation. It is part of the wider Derby Fringe Sub Area of the Derby City Housing Market Area.</p> <p>There are proposals for around 2500 new homes in this Sub Area, the Working Group contends that the Housing Need identified by AECOM can be met by this proposal.</p>
<p>2. Evidence of Housing Need</p> <p>2.1. The need for new homes of a range of tenures is clear from the Neighbourhood Plan itself when it refers back to the AECOM evidence:</p> <p><i>“[The AECOM analysis] indicates that local households on average incomes are unable to access even entry-level homes unless they have the advantage of a very large deposit. Private renting is generally only affordable to average or dual</i></p>	<p>Paragraph 243 in the Plan states that Etwall Parish is not a Housing Market Area in isolation. It is part of the wider Derby Fringe Sub Area of the Derby City Housing Market Area.</p> <p>There are proposals for around 2500 new homes in this Sub Area, the Working Group contends that the Housing Need identified by AECOM can be met by this proposal.</p>

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<p><i>earners. However, neither average or dual earners can afford a 3+ bedroom house unless they spend more than 30% of their joint income on rent.”</i></p> <p>2.2 Only medium sized sites will be able to deliver the range of types and tenures that the AECOM Housing Needs Assessment identifies. But as drafted the plan restricts development to minor infill.</p>	
<p>3. Landscape – Lack of Evidence for Restrictive Designation</p> <p>3.2 The rationale for the designation of some of the Areas of Landscape Sensitivity (ALS) is not clear. Almost the entirety of the land adjoining the settlement boundary is identified as within an ALS, with the boundaries of ALS 1 to 4 simply filling whole field parcels adjoining the village. It is not clear how these take account of visibility of the land on the ground.</p>	<p>The Parish Council does not accept that there is a lack of evidence to define the ALS. However, further detail has been added to show the rationale and reasons used to decide the different ALS.</p> <p>The extra detail has been added in Paragraphs 90 to 104.</p>
<p>3.3 ALS 5 and 6 did by not following field boundaries and being more amorphous in form and do not follow field boundaries.</p> <p>3.4 The attached Landscape Note includes a visual analysis focussed on the south east sector of Etwall with viewpoints taken across ALS 3 and 6.</p>	<p>The objections re the areas covered by ALS 5 and ALS 6 are noted, and in response and to reflect the concerns raised, the Parish Council has amended these two areas as follows:</p> <p>ALS 5 has been removed from the list of ALS.</p> <p>ALS 6 has been reduced in size, and its boundaries amended to follow field boundaries.</p> <p>A new version of Map 4c shows the reduced numbers and areas covered by the ALS.</p>
<p>3.5 ALS 3(d) impacts the land promoted by Providence Land, as well as a further area to the south. No key views are identified across it and the views in the Landscape note show that it has a varied settlement edge character. The intensively farmed land is flat particularly relative to other areas around Etwall. Established ribbon development is readily visible in views across ALS3d as well as modern development that has been supplemented it. The A50 is not visible due</p>	<p>The Parish Council believes that ALS 3d should be retained. Its size has been reduced, with part of the ALS 3d becoming part of the reshaped ALS 6.</p> <p>Regarding the question of noise and tranquillity, the Parish Council would agree that noise from the A50 does mean the south of the village cannot be considered as tranquil, however noise level will reduce next time the road is resurfaced as Highways England now use low noise surfacing for all highways. Furthermore,</p>

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<p>to intervening vegetation but it is audible across the whole of this side of the village, reducing its sense of tranquillity.</p>	<p>background road noise does not mean that an area cannot be considered to be peaceful.</p>
<p>3.6 ALS6 The rationale for this area being designated as sensitive is stated in the Design Guide as for providing a buffer to the Toyota factory to the south east. However, the Design Guide also correctly identifies that the factory is already not visible from the village. There is no intervisibility between either the built-up area of the village (or the undeveloped land around it) and the Toyota factory. The visual buffer is already achieved by existing planting, some of which is on an embankment. This highlights the importance of these areas of sensitivity being assessed on the ground rather than in plain view.</p>	<p>The Parish Council does not agree with these arguments and intends to retain ALS 6.</p> <p>The Toyota factory may not be visible from large parts of the village, however there is significant light and noise pollution from parts of the site, which does affect some residents living on the south of the village.</p> <p>ALS 6 has been reduced in size and changed to follow identifiable field boundaries.</p>
<p>3.7 The resulting form of ALS6 as a designation does not have a clearly identifiable boundary. A notional line crosses several parcels of land which does not reflect actual visibility on the ground. As suggested in the Landscape Note, an Opportunity Area for Green Infrastructure would be a more logical response to the landscape characteristics. This would also be a positive policy whose aims could be achieved in part by new development. The site controlled by Providence Land to the south east of the village is able to provide new green infrastructure to supplement and improve that which already buffers the Toyota factory.</p> <p>3.8 Furthermore this can open up land for public access to allow circular recreational routes for walkers. This would reinforce the buffer with Toyota for the long term and improve access to land for leisure routes.</p>	<p>The objections re the area covered by ALS 6 are noted, and in response and to reflect the concerns raised, the Parish Council has amended the area, it has been reduced in size, and its boundaries amended to follow field boundaries.</p>
<p>4. Conflict with National Policy</p> <p>4.1. NPPF expectations the draft NP fails to satisfy:</p> <ul style="list-style-type: none"> • Para 11(b) – plans should be <i>as a minimum</i> provide for objectively-assessed needs for housing. 	<p>A Neighbourhood Plan is not required to include site allocations. The respondent will be aware that a Neighbourhood Plan is not a Local Plan. A Neighbourhood Plan Group does not have the access to resources that a Local Planning Authority has, rather it is focused on non-strategic policies. The scope of this Plan does not include site allocation due to the complexities and uncertainty of site allocation and growth requirements at District level as the Plan was being prepared. The</p>

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<ul style="list-style-type: none"> • Para 61 – <i>“the Government’s objective of significantly boosting the supply of homes”</i>. • Para 63 – the housing needed for different groups in the community should be assessed and reflected in planning policies. The NP simply restates past growth and restrains future development by drawing tight settlement boundaries and upgrading surrounding farmland to <i>“Areas of Landscape Sensitivity”</i>, with no balancing release of land to meet identified need. 	<p>Plan focuses on providing much more detail around SDDCs policies in the form of non-strategic policies. The Plan’s policies are in general conformity with District and national policies. The Plan does not seek to block development and does meet the basic conditions as will be set out in the Basic Conditions Statement to be submitted with the Plan.</p> <p>Paragraph 243 in the Plan states that Etwall Parish is not a Housing Market Area in isolation. It is part of the wider Derby Fringe Sub Area of the Derby City Housing Market Area.</p> <p>There are proposals for around 2500 new homes in this Sub Area, the Working Group contends that the Housing Need identified by AECOM can be met by this proposal.</p>
<p style="text-align: center;">5. Failure to Achieve Sustainable Development</p> <p>5.1. The social objective of sustainability (paragraph 8b) requires <i>“sufficient number and range of homes”</i> for present and future generations. By omitting housing allocations, the NP:</p> <ul style="list-style-type: none"> • perpetuates under-supply, worsening affordability (HNA Table 5-4 shows entry level purchase requires incomes c. £71,000 – far above parish averages); • prevents downsizing and specialist accommodation for older residents (HNA section 7 projects need for 90 -117 specialist units); <ul style="list-style-type: none"> • increases commuting as housing demand is displaced to more distant settlements. 	<p>The Parish Council does not accept this reason for objecting to the Plan.</p> <p>Paragraph 243 in the Plan states that Etwall Parish is not a Housing Market Area in isolation. It is part of the wider Derby Fringe Sub Area of the Derby City Housing Market Area.</p> <p>There are proposals for around 2500 new homes in this Sub Area, the Working Group contends that the Housing Need identified by AECOM can be met by this proposal.</p>
<p style="text-align: center;">6. Non-conformity with Strategic Policy</p> <p>6.1. South Derbyshire’s development plan:</p> <ul style="list-style-type: none"> • LPP1 Policy H1 – Etwall is a Key Service Village; development of <i>all sizes</i> is acceptable within/adjoining the settlement boundary. 	<p>The Parish Council does not accept this reason for objecting to the Plan, however for clarity Policy 1 has been amended.</p> <p>The Plan is not objecting to any specific development, it is saying that any development must not increase congestion, increase flooding risk or negatively affect the ALS.</p>

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<p>LPP1 Policy S4 – overall District growth target 12,618 dwellings 2011-28, with significant contributions from Key Service Villages.</p>	<p>Etwall has already contributed 262 houses between 2011 and 2024 to the total required in South Derbyshire.</p> <p>Text amended: the wording of Policy 1 has been amended to better conform with LPP1 Policy H1.</p>
<p>6.2. The NP’s blanket restriction on further growth (Policy 2, Policy 3) frustrates these strategic objectives and therefore conflicts with Basic Condition (e).</p> <p>6.3. Despite a clear identified need arising in Etwall, the emerging South Derbyshire District Local Plan review does not allocate any growth at Etwall or any other settlement other than urban extensions to Derby. Providence Land have separately objected to this strategy. However, given this emerging Local Plan and the clear housing need evidenced by AECOM’s HNA, the only way that the identified need can be met is through allocating sites in this Neighbourhood Plan or introducing criteria based policies supporting appropriate levels of housing growth.</p>	<p>The Parish Council does not accept these arguments.</p> <p>There is no blanket restriction on future development.</p> <p>There is a need for extra housing in Etwall, but this can be met by plans for 2500 homes around Mickleover and Burnaston in the adjoining Parish.</p> <p>As quoted above, Paragraph 243 in the Plan states that Etwall Parish is not a Housing Market Area in isolation. It is part of the wider Derby Fringe Sub Area of the Derby City Housing Market Area.</p> <p>There are proposals for around 2500 new homes in this Sub Area, in the adjoining Parish. The Parish Council believes that the Housing Need identified by AECOM can be met by this proposal.</p>
<p>7. Highways – an opportunity to deliver improvements as part of delivering the housing need:</p> <p>7.1. We note that section 6 of the Etwall Traffic Review, which is appended to the Draft Neighbourhood Plan, focuses on the junction of Main Street and Willington Road. This sets out existing issues related to a lack of enforcement of parking restrictions at the junction where there are existing double yellow lines. Drivers have been observed parking on the restricted area even where suitable parking is available.</p> <p>7.2. Section 8b describes a possible solution to the existing parking issue at this junction but acknowledges that it is unlikely that funding will be forthcoming for this.</p> <p>7.3. The suggested scheme of improvement is: <i>“Footpath ‘build outs’, similar to those recently installed along Ashbourne Road in Derby, could be considered, they</i></p>	<p>The Parish Council cannot support any further major developments which increase traffic at the congested junctions in the village as quoted in the Plan.</p> <p>The junction of Willington Road/Main Street is already very congested. This congestion will be made even worse by the ongoing increase in pupils attending John Port Spencer Academy from 2000 towards 2500 pupils.</p> <p>The Parish Council has reviewed the available SYSTRA analysis reports, which makes two general references to Etwall, but does not appear to examine current traffic issues in any detail.</p> <p>The Parish Council has considered a number of measures to alleviate the current unacceptable level of congestion, and appreciates the suggestions made here by Providence.</p>

PROVIDENCE (PREPARED BY HOWARD SHARP & PARTNERS)	RESPONSE FROM WORKING GROUP
<p><i>would reduce the width of Main Street and move the ‘give way’ line forwards, improving driver visibility. Planters could be placed on the footpath, 0.45m, from the kerb which would help discourage illegal parking.”</i></p> <p>7.4. Some of the area promoted by Providence Land is accessed from Willington Road. Whilst the Transport Assessments carried out by SYSTRA demonstrate the junction as existing has ample capacity for the development proposed, it is anticipated that the schemes could help to deliver an improvement scheme at this junction. This would provide an improvement for both new and existing residents and road users. Criteria 3 of policy 8a is therefore supported.</p>	<p>The parking issues exacerbate the current congestion. Any parking improvements would go some way towards reducing current problems but would not be enough to allow extra development and the extra cars that would bring.</p> <p>Banning all parking along Willington Road would be unfair on residents who park there and is unlikely to be acceptable to all residents, it would also have a significant effect on businesses.</p> <p>A key parking issue is with inconsiderate and illegal parking, for example on the ‘zig-zags’ for the pedestrian crossing on Main Street. The Highways team at DCC have previously proposed double yellow lines along Willington Road but there were too many objections and so it was not implemented. This is not being proposed as part of the Plan as it has been rejected previously by residents.</p>
<p style="text-align: center;">8. To make the plan sound:</p> <p style="text-align: center;">8.1. To satisfy the Basic Conditions the NP must:</p> <ol style="list-style-type: none"> 1. Allocate deliverable housing sites sufficient to meet the evidenced requirement (minimum 206 dwellings), or 2. Include a criteria-based policy for sites to come forward to meet the minimum requirement. 3. Revisit the flawed evidence base on landscape. The ALS are not justified and are overly restrictive. <p>8.2. Without such modification the Plan will fail examination under Schedule 4B of the Town and Country Planning Act 1990.</p> <p>8.3. Providence Land Limited therefore objects to the Etwall Pre-submission Draft Neighbourhood Plan on the grounds set out above and suggests allocates appropriate housing sites. The land south-east of the village promoted by Providence Land would be of an appropriate scale to address the needs identified and supporting brochures are enclosed. Alternatively, criteria based</p>	<p style="text-align: center;">The Parish Council does not accept the objections made.</p> <p style="text-align: center;">To repeat some of the answers given above:</p> <p>A Neighbourhood Plan is not required to include site allocations. The respondent will be aware that a Neighbourhood Plan is not a Local Plan. A Neighbourhood Plan Group does not have the access to resources that a Local Planning Authority has, rather it is focused on non-strategic policies. The scope of the Plan does not include site allocation due to the complexities and uncertainty of site allocation and scale of growth required at District level during the preparation of the Plan. The Plan focuses on providing much more detail around SDDCs policies in non-strategic policies.</p> <p>The comments from this and other responders have resulted in amendments to provide more detail in relation to the landscape analysis.</p> <p>The Parish Council took the opportunity to commission the Housing Needs Assessment to understand the implications of population change on the different type of housing mix required in the future. The Plan will be reviewed in 5 years and may consider site allocation at that time. The Plan’s policies are in general conformity with adopted District and national policies. The Plan does not seek to</p>

PROVIDENCE (PREPARED BY HOWARD SHARP & PARTNERS)	RESPONSE FROM WORKING GROUP
policy could be added to support development beyond the settlement boundary which would be of a scale to meet the needs identified	block development and does meet the basic conditions as will be set out in the Basic Conditions Statement to be submitted with the Plan.

COAL AUTHORITY	RESPONSE FROM WORKING GROUP
The area to which this consultation relates is not located within the defined coalfield. On this basis we have no specific comments to make.	Point noted. No changes to the Plan are needed.

Appendix G – Examples of letters sent to known owners of Non-Designated Heritage Assets, Local Green Spaces, and Areas of Landscape Sensitivity

G1 – Example of letter sent to Non-Designated Heritage Asset properties in August 2024

Etwall Neighbourhood Plan Group (EtwallNDP@gmail.com)

August 2024

Subject: Preserving Our Non-Designated Heritage Assets.

Dear Resident,

I hope this letter finds you well. I am writing to you on behalf of the Etwall Neighbourhood Plan Working Group.

The Neighbourhood Plan is a community-led framework for guiding future development, regeneration and conservation of an area. One of the purposes of the plan is preservation; protecting local green spaces, historic buildings and other valued assets from inappropriate development; and it is for this purpose that I am contacting you.

For the last two years the Working Group have, with the help of an experienced planning consultant, been developing the Plan. Within the Plan we can allocate non-designated heritage assets. While these assets do not have formal protection like designated heritage sites, they hold significant historical, architectural, or cultural value. These might include historic buildings, monuments, landscapes, or other structures that contribute to the unique character and heritage of Etwall. Recognising the value of these assets is essential for several reasons:

- **Cultural Identity:** They help maintain our community's unique identity and connect us to our past.
- **Education and Awareness:** These sites offer educational opportunities for both residents and visitors to learn about our local history.
- **Community Pride:** Preserving these assets fosters a sense of pride and belonging

To ensure the protection and appreciation of these assets, we are proposing that your property be included in the list of non-designated heritage assets. This has no consequence to you as an owner/resident. The property and its development remains in your full control. It does, however give greater protections to the areas around your property. Any regeneration or development nearby would need to consider the impact upon the character and heritage of your property or building.

By including your property / building within the list of non-designated heritage assets we paint a much more colourful picture of the character of Etwall and why certain aspects are worthy of protection.

Francesca Siviter is the Conservation Officer at South Derbyshire District Council and is aware of our proposals. If you would like further reassurance that there are no negative implications for you, please contact us in the first instance on etwallndp@gmail.com. Alternatively, you can contact Francesca via email at Francesca.siviter@southderbyshire.gov.uk

Thank you for your attention to this important matter. If you have any questions at all, please do not hesitate to contact us.

Warm regards,

G2 – Example of letter sent to Local Green Space Landowners in June 2025

Site	Name	Owner
LGS1	Allotments	Severn Trent
LGS2	Egginton Road A50	Highways Authority
LGS3	Egginton Road Junction	Highways Authority
LGS4	King George V Playing Field	Fields in Trust
LGS5	Gerrard's Grove	SDDC
LGS6	Alms Meadow Recreation Area	Alms Meadow (Etwall) Management Limited
LGS7	Alms Meadow South & East Boundary	Alms Meadow (Etwall) Management Limited

Dear Sir or Madam,

Etwall Parish Council is currently supporting the development of a Neighbourhood Development Plan (NDP) for the parish of Etwall.

As part of this process, the Working Group for the NDP have identified specific areas of land that they would like to propose for designation as **Local Green Spaces** for the Parish. The criteria are set out in the national planning policy framework as follows:

The Local Green Space designation should only be used where the green space is:

1. In reasonably close proximity to the community it serves;
2. Demonstrably special to a local community and holds a particular local:
 - a) significance, for example because of its beauty, historic significance,
 - b) recreational value (including as a playing field), tranquillity or richness of its
 - c) wildlife; and
3. Local in character and is not an extensive tract of land.

On that basis, the Parish Council would like to designate xxx (shown as xxx on plan below). This would protect the designated area from development recognising the value of the space for the community.

As the landowner, you are invited to comment on this proposal and your response will be taken into account when considering this matter further. If you have any comments, please respond by post to the address above or email etwallndp@gmail.com by 21 July 2025.

Yours faithfully

G3 – Example of letters sent to Areas of Landscape Sensitivity Landowners in December 2025

Subject: Areas of Landscape Sensitivity (ALS)

To whom it may concern

I am writing to you on behalf of the Etwall Neighbourhood Plan Working Group.

The Neighbourhood Plan is a community-led framework to allow Etwall residents to shape, direct and help to deliver sustainable development in accordance with National Planning Policy. One of the elements of the Plan is the identification of Areas of Landscape Sensitivity (ALS). These are areas that are character forming and are a valued feature of our local landscape.

The identification of these areas is not intended to be a bar to all development (development still needs to be located in accordance with SDDCs policies in Local Plan Part 1 and Part 2), but they have been identified to provide more information about the sensitivity of the local landscape in various locations and to provide an understanding of their value to the local community.

For the last three years the Working Group have, with the help of an experienced planning consultant, been developing the Plan. Whilst these areas do not have formal protection, they hold significant environmental value for Etwall.

I am writing to you as we believe that you own one or more of the parcels of land that fall within one of more of the ALS. You can view the ALS map on page 30 of The Neighbourhood Plan. The Plan can be accessed using this [link](#). I also attach a copy of the map of the ALS.

If you do not own any of the land that falls within one of the identified ALS, please let us know.

If you have use of any land, but you do not own it, within the areas covered by the ALS, please let us know so we can advise the landowners.

If you would like to discuss this further with a member of the Working Group, please contact us on etwallndp@gmail.com.

Thank you for your attention to this important matter. If you have any questions at all, please do not hesitate to contact us.

Kind regards,

G4 – Example of follow up letters sent to owners of Non-Designated Heritage Asset properties in December 2025

Etwall Neighbourhood Plan Working Group (EtwallNDP@gmail.com)

December 2025

Subject: Preserving Our Non-Designated Heritage Assets.

Dear Resident,

I hope this letter finds you well. I am writing to you again on behalf of the Etwall Neighbourhood Plan Working Group.

I wrote to you in August 2024, explaining that we had included your property as a Non-Designated Heritage Asset in the Neighbourhood Plan, and what that meant. I enclose that letter again for information.

I am writing to you again, as we want to ensure that the owner of the property is fully aware that this address has been included as an NDHA.

If you are the owner of the property, then you do not need to do anything more.

If you are not the owner of the property, could we ask you to forward this letter to the owner, so that they are aware.

If you are unable to forward this letter to the owner, could you contact us please on the email address at the top of this letter to say that you are not the owner. If you can let us know who the owner is, that would be very helpful.

Thank you for your attention to this important matter. If you have any questions at all, please do not hesitate to contact us.

Warm regards,

G5 – Example of letters sent to landowners of Non-Designated Heritage Assets which are not residential properties in December 2025

Etwall Neighbourhood Plan Working Group (EtwallNDP@gmail.com)

December 2025

Subject: Nominating the (pillbox or osier tank) on your land as a Non-Designated Heritage Asset

Dear (redacted),

I am writing to you on behalf of the Etwall Neighbourhood Plan Working Group as we believe you own the land which contains a pillbox, which is one of the assets which we are proposing to include within the Neighbourhood Plan as a Non-Designated Heritage Asset.

I attach a sketch with this letter showing the land in question.

The Neighbourhood Plan is a community-led framework for guiding future development, regeneration and conservation of an area. One of the purposes of the Plan is preservation; protecting local green spaces, historic buildings and other valued assets from inappropriate development; and it is for this purpose that I am contacting you.

For the last two years the Working Group have, with the help of an experienced planning consultant, been developing the Plan. Within the Plan we can allocate Non-Designated Heritage Assets. While these assets do not have formal protection like designated heritage sites, they hold significant historical, architectural, or cultural value. These might include historic buildings, monuments, landscapes, or other structures that contribute to the unique character and heritage of Etwall. Recognising the value of these assets is essential for several reasons:

- **Cultural Identity:** They help maintain our community's unique identity and connect us to our past.
- **Education and Awareness:** These sites offer educational opportunities for both residents and visitors to learn about our local history.
- **Community Pride:** Preserving these assets fosters a sense of pride and belonging

To ensure the protection and appreciation of these assets, we are proposing that the pillbox on your land be included in the list of non-designated heritage assets. This has no consequence to you as an owner/ resident.

The area of land containing the <pillbox or osier tank> remains in your full control. It does, however give greater protections to the areas around the pillbox. Any regeneration or development nearby would need to consider the impact upon the character and heritage of the pillbox.

By including the <pillbox or osier tank> within the list of non-designated heritage assets, we paint a much more colourful picture of the character of Etwall and why certain aspects are worthy of protection.

The Working Group has already consulted widely about the Neighbourhood Plan, and local farms and landowners were included as Consultees, so I realise you may already be aware of the inclusion of the pillbox as a Non-Designated Heritage Asset.

Francesca Siviter is the Conservation Officer at South Derbyshire District Council and is aware of our proposals. If you would like further reassurance that there are no negative implications for you, please contact us in the first instance on etwallndp@gmail.com. Alternatively, you can contact Francesca at Francesca.siviter@southderbyshire.gov.uk

Thank you for your attention to this important matter. If you have any questions at all, please do not hesitate to contact us.