

Land adjoining Egginton Road, Etwall

Site 025 within SHELAA 2025

On behalf of Wheeldon 

Submission for Issues and Options (Regulation 18)

2026



1.0 Background

This representation is submitted on behalf of Wheeldon 1867 to promote the allocation of their land for housing in the emerging South Derbyshire Local Plan. The site comprises greenfield land on the southern edge of Etwall. It extends to approximately 19 acres in total and is currently in agricultural use. The land parcel fronting Egginton Road would incorporate residential development and this extends to 11.44 acres. The site is well related to the settlement and lies near local infrastructure. Crucially, the site's location adjacent to Etwall means future development here would form a logical village extension rather than isolated sprawl, as it is bordered by the A50 and the Great Northern Railway which is now a footpath and cycling route. There is also additional land available to the south of the A50 which whilst not suitable for built development could accommodate biodiversity net gain and associated ecological enhancement. In turn land to the west of Etwall brook could similarly be made available for biodiversity net gain or public open space.

Planning history: The suitability of this land for development has been recognised in previous proposals. In 2017 a joint outline planning application (ref. 9/2017/0294) was submitted covering both our client's land and the adjacent land in separate ownership. That application (for up to 120 dwellings with associated works) was ultimately withdrawn, but it demonstrated a coordinated vision for comprehensively developing the combined landholdings. Importantly, the 2017 scheme included extensive technical assessments – covering matters such as highways access, noise, drainage, ecology and landscape – which confirmed that no insurmountable constraints would prevent residential development on this land. The principle of development at this location was established as broadly acceptable, with the only significant barrier at the time being its designation as open countryside under existing local policy. Since then, circumstances have evolved: South Derbyshire District Council is now reviewing its Local Plan, and the need for sustainable village growth sites like this has become more pressing.

It is noted that a new planning application (ref. DMPA/2025/1475) has recently been submitted on the adjoining land (the portion of the original 2017 site under the separate ownership). The 2025 application relates only to the neighbouring land, excluding our client's holding. We understand it proposes a substantial housing development on that adjacent site. This representation focuses solely on our client's land, but it necessarily acknowledges the relationship to that neighbouring proposal. As set out below, the intention is to avoid any conflict with the adjacent scheme by ensuring that development of our client's site can proceed independently or in a complementary manner. Our client's land can come forward on its own merits, without reliance on the adjoining parcel, and can deliver housing in a way that integrates well with both the existing village and any new development next door.

In summary, the site is in a highly sustainable location for growth. Etwall is a key service village with an excellent range of services and facilities – including primary and secondary schools (notably John Port School), a village centre with shops and eateries, sports/recreation grounds, healthcare provision, and employment opportunities nearby (such as at the Dove Valley Park area and along the A50 corridor). The site lies within convenient reach of these amenities; for example, the village centre and schools are within walking and cycling distance. A bus stop on Egginton Road is roughly 300–400m from the site, providing regular V2 service connections to Derby, Burton and nearby settlements. Road connectivity is also strong, with the A50, A38 and A516 trunk roads in close proximity, allowing efficient travel to major employment centres. This combination of local services and strategic transport links means future residents of the site would have sustainable travel options and ready access to jobs, schools and shops, aligning with the National Planning Policy Framework (NPPF) objectives for locating development where it can support local communities and reduce the need to travel.

The context of the site as an *edge-of-settlement greenfield* means that development here would represent a natural rounding-off of Etwall's urban area. The village's current southern boundary is defined in part by residential cul-de-sacs off Chestnut Grove, after which open fields (including our client's land) stretch toward the A50. By allocating and developing this site, the village envelope would be extended in a planned manner up to robust new boundaries. This is preferable to unplanned piecemeal incursions elsewhere. In effect, the site offers a controlled, logical growth direction for Etwall – something that the emerging Local Plan can capitalize on to meet housing needs while respecting the character and limits of the settlement.

The site is currently outside the defined Development Boundary for Etwall (and thus treated as countryside under saved policies), but South Derbyshire's development plan is under review and new allocations are needed. The District's spatial strategy has historically directed growth to sustainable villages like Etwall, and this site plainly fits that pattern. It is available now and suitable for development, subject only to securing the necessary allocation or permission through the local plan process. In the following sections, we set out the technical suitability of the land, the relevant policy considerations, its relationship to adjacent land (including the recent planning application next door), and evidence of deliverability – all of which underscore why the site should be identified for future housing in the Local Plan.

2.0 Allocation details

A desk-based review of technical considerations (informed by previous expert consultant studies carried out for the 2017 application and updated knowledge) confirms that our client's site is technically suitable and presents no significant constraints to development. In all key aspects – highways and access, flood risk and drainage, ground conditions, landscape, noise and visual impact, heritage, and ecology – the site can be developed for housing with appropriate mitigation measures. We summarise each topic below:

• Planning Policy

The revised NPPF (2025) under consultation strengthens national support for allocating small-to-medium greenfield sites to boost housing delivery. It places greater emphasis on diversifying site allocations and speeding up build-out rates: proposed Policy HO6 would require at least 10% of a local plan's housing supply to come from small sites (under 1 hectare) and another 10% from medium-sized sites (1–2.5 hectares). The draft explains that such sites – often delivered by SME builders – tend to be built out more quickly, aiding early delivery and broadening the housing supply mix. Importantly, the new NPPF also encourages councils to allocate sites that will support the vitality of rural communities, and it provides flexibility for well-related development at the edge of settlements to meet unmet needs where appropriate. These changes indicate a clear policy direction to include modest greenfield allocations in local plans to ensure a diverse, resilient housing supply – reinforcing the case for allocating the Egginton Road, Etwall site in the plan.

Currently, South Derbyshire's adopted Local Plan is more than five years old (Part 1 was adopted in 2016) and the review is underway but not yet complete. According to NPPF paragraph 11 and footnote 8, relevant policies for the supply of housing should be considered out-of-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites, or if the adopted strategic policies are older than 5 years and have not been reviewed and found up to date. In South Derbyshire's case, the housing supply position has been subject to scrutiny in recent months, several recent appeal decisions have highlighted issues with the supply calculation and the deliverability of certain sites. In one appeal (APP/F1040/W/25/3358723, decision dated 16 September 2025), an inspector allowed 54 dwellings at Woodville despite the Council's assertion of a 5-year supply, citing that the scheme would nonetheless contribute to the Government's objective of boosting housing supply. The most recent appeal (APP/F1040/W/25/3368728) involved planning for 135 homes in Melbourne .

Within this the Inspector identified weaknesses in the Council's housing projections. He demonstrated that large, planned sites cannot reliably deliver as assumed. For example, at Drakelow Park (a 2,239-unit allocation) only 21 homes have full approval, and he removed 91 dwellings from the five-year supply due to lack of evidence. Several other allocations suffer similar uncertainties. In his words, there is no evidence that they will come forward within five years. Other examples which may have similar issues include:

Woodville Regeneration Area (Local Plan E6): The reserved matters approval has only just been submitted.

William Nadin Way, Cadley Park Site D only an outline consent and no reserved matters have as yet been submitted. Without those, its 150 homes cannot be counted as deliverable.

Boulton Moor Phase 2 (Local Plan H13): outline permission for 550 homes, reserved matters currently being submitted .

Wragley Way (Local Plan H15) Phase 1: outline application for 1850 homes awaiting determination - which has recently been the subject of newspaper articles due to increased costs delaying commencement.

Primula Way, Stenson (Local Plan H16): outline application for 600 homes awaiting determination

These deliverability issues were noted by the Inspector in the Kings Newton appeal. They reinforce that the Council's housing figures are optimistic and that the current 5-year supply position is unstable. Given this context, the addition of any deliverable housing is especially valuable.

Even if a 5-year supply can technically be demonstrated at this moment, it is marginal and highly sensitive to lapses in delivery. The emerging Local Plan must therefore allocate a generous buffer of sites – both to meet long-term requirements and to maintain a rolling five-year supply throughout the plan period. Allocating the Etwall site would contribute to that buffer and reduce reliance on a few large strategic sites that may have longer lead-in times.

From a policy compliance perspective, development of this site aligns strongly with NPPF criteria. There are no policy designations (like Green Belt or protected landscapes) that preclude development here. The only current conflict is with saved Local Plan countryside policies – but those policies are considered out-of-date in the context of the new housing needs and the ongoing plan review. When weighed against the NPPF's presumption in favour of sustainable development, the balance clearly tips in favour of allocating this site:

the social and economic benefits of providing new homes in Etwall are significant, and any localised environmental impacts can be mitigated.

In the Council's Strategic Housing Land Availability Assessment (SHELAA) database, this site forms part of site ref S/025 "Land at Egginton Road, Etwall". The SHELAA assessment concluded that the site is considered available, achievable, and suitable. However, a number of suitability criteria would need to be overcome/require mitigation. . This is a crucial point: the Council's own evidence base supports the principle that this land could be brought forward if needed. With the Local Plan review now creating the mechanism for such policy change (i.e. altering the settlement boundary and allocating new sites), it is entirely consistent to move this site from "potential" to an allocated housing site in the new Plan. The land is now subject to a Promotion Agreement with a focused effort on securing planning permission.

Allocating the site would accord with several emerging policy objectives. For instance, emerging strategic policies are likely to emphasise delivery of housing to meet local needs (including affordable housing). A development on our client's site could provide policy-compliant affordable housing to help address local demand. The location of the site adjacent to Etwall also means new housing would support the vitality of a rural community, aligning with policies on rural sustainability.

We acknowledge that under current adopted policy, development of this land without an allocation would be a departure (given its countryside status). However, the purpose of this Regulation 18 representation is precisely to inform the new policy making. We urge the Council to consider the robust planning merits of this site when balancing options for growth.

In summary, the planning policy context is increasingly favourable to this proposal: the NPPF encourages growth in suitable locations to meet needs, and the emerging Local Plan must identify new sites to fulfil a substantial housing requirement. Our client's site fits neatly within the planned strategy of village expansions and has the evidence backing its suitability. Allocating the site would not only be consistent with national policy and the direction of local policy, but it would also help avoid speculative, unplanned developments. A plan-led allocation here gives the Council control to masterplan the area comprehensively (perhaps in tandem with the adjacent land) and secure the best outcomes in terms of infrastructure and community benefits.

- **Highways**

The site benefits from direct frontage to Egginton Road, from which a new safe vehicular access can be achieved. Egginton Road is a capable local distributor road linking Etwall to Egginton and the A5132, and the additional traffic from the site can be absorbed into the network without severe impact. Preliminary analysis indicates that junctions in Etwall (such as the Main Street/A516 junction) have capacity to spare, and the modest scale of development here will not materially worsen congestion. In terms of sustainable transport, as noted, there are existing bus services on Egginton Road and good opportunities for walking and cycling into the village. Any development would be designed to maximize connectivity – for instance, by providing pedestrian footways linking into the existing footpath network on Egginton Road and potentially creating new links toward nearby facilities (e.g. a footpath/cycleway connection into the adjacent development if feasible). There are no public rights of way crossing our client's land, so development would not necessitate any diversions. In short, from a highways perspective the site is suitable: safe access is achievable and the location is accessible, aligning with both local highway design guidance and NPPF criteria for promoting sustainable transport. The Highways Authority previously raised no objection in principle to development on this land, and we anticipate that position remains given no significant changes to local road infrastructure since 2017.

- **Landscape and visual considerations**

The site lies outside any nationally or locally designated landscape (it is not Green Belt, AONB, or special landscape area). Visually, the land is relatively contained. The existing village edge (dwellings on Chestnut Grove and The Bancroft) provides a developed backdrop when the site is viewed from the south and west. The A50 corridor to the south is a dominant infrastructure feature in the wider landscape, and mature treelines along field boundaries filter views into the site. From Egginton Road, the site presents as a field adjacent to the village, with the sewage works and open countryside beyond. As part of the 2017 scheme, a landscape appraisal concluded that the site has capacity to accommodate change without unacceptable harm, provided mitigation planting and thoughtful layout are implemented. In longer-distance views from the west and south, any new roofs will be set against the backdrop of the village and partially screened by intervening vegetation and topography. We are confident that a well-designed scheme on this site can

enhance the rural-urban interface and avoid any significant adverse landscape or visual impacts. Any minor visual effects are typical of greenfield development and can be outweighed by the planning benefits of meeting housing needs in a sustainable location.

- **Flooding**

The Council's SHELAA identifies that fluvial flood risk affects a material proportion of the wider Site 025 landholding, with over 30% of the wider site recorded as lying within Flood Zones 3b/3a/2, and additional areas flagged as having surface water and/or future flood risk.

This is a key consideration in shaping a deliverable development envelope, and it is **precisely why the land promoted through this representation is confined to the area that falls within Flood Zone 1**, where a scheme can be structured around a robust sequential approach. Any future allocation or planning application would direct built development to the lowest flood risk areas within the promoted parcel and would avoid the functional floodplain, providing an appropriate buffer to the water environment and using the intervening land for green infrastructure, drainage and habitat enhancement, which can be easily incorporated given the much wider area available within the client's control.

A site-specific Flood Risk Assessment and drainage strategy would accompany any subsequent application, informed by updated topographical information and the Council's SFRA. The drainage approach would be based on Sustainable Drainage Systems with on-site attenuation and restricted discharge, ensuring no increase in off-site flood risk and providing betterment where feasible. In parallel, the Council's SHELAA notes that water quality impacts should be investigated should the wider site be proposed for development; this would be addressed through a proportionate assessment and a drainage strategy designed to maintain (and where possible enhance) the receiving environment

- **Ecology**

A future scheme would be developed around the retention of existing boundary vegetation wherever practicable, with any hedgerow removal for access minimised and appropriately compensated through strengthened boundary planting and on-site habitat creation. The Council's SHELAA identifies the Mickleover–Egginton Greenway Local Wildlife Site as adjacent to the wider Site 025 landholding to the west. The promoted southern parcel will be structured to provide an appropriate stand-off and buffering to this designation,

informed by up-to-date ecological survey and consultation with the Council's ecologist. The SHELAA itself recognises the ability to mitigate the effects on protected sites as medium, and hedgerow/tree impacts as capable of high mitigation, which is consistent with this approach. There is also additional land available to the south of the A50 which whilst not suitable for built development could accommodate biodiversity net gain and associated ecological enhancement. In turn land to the west of Etwall Brook could similarly be made available for biodiversity net gain or public open space.

- **Additional technical information**

The SHELAA records the presence of ridge and furrow earthworks (MDR2691) within the wider Site 025 landholding, noting that development would be likely to remove this feature and that the ability to mitigate is considered medium.

This is acknowledged as a non-designated heritage consideration that will require a proportionate archaeological evaluation and recording in accordance with the County Archaeologist's requirements. This is a straightforward and well-established pathway for managing non-designated heritage assets in the plan-making and decision-taking process.

The SHELAA identifies that the wider site falls within an area of potential contaminated land and also flags "bad neighbour" influences associated with proximity to strategic infrastructure and other uses.

Whilst the promoted southern parcel is in longstanding agricultural use, it is appropriate and proportionate to acknowledge these flags at this stage and confirm that they will be addressed through standard application-stage workstreams. Any subsequent application would therefore be supported by a Phase 1 geo-environmental assessment (with intrusive investigations if required) and, where necessary, a remediation strategy. Similarly, noise and air quality considerations would be assessed in the usual manner with mitigation secured through layout, buffer design and (if required) specification measures. These matters are routinely addressed on sites in comparable edge-of-settlement contexts and do not represent an in-principal barrier to allocation.

The SHELAA records power and sewerage infrastructure impacts as low for the wider site, and the promoted southern parcel benefits from a location adjacent to the existing settlement where connection points are typically available within reasonable distance.

In any event, the promoter has already initiated utilities constraints due diligence through a utilities search exercise, and any subsequent application would be supported by confirmation from the relevant network operators on connection strategy, any reinforcement requirements and delivery timing.

The promoted southern parcel lies within the County's sand and gravel safeguarding and consultation area as recorded through the Council's evidence base. This is a plan-making consideration rather than an automatic constraint, but it will be addressed in the normal way through engagement with Derbyshire County Council (as Minerals Planning Authority) and, where required, a proportionate minerals safeguarding statement at application stage to demonstrate that the proposal would not lead to unnecessary sterilisation of a safeguarded resource and that prior extraction is not practical or appropriate in the circumstances.

The promoted southern parcel is influenced by the A50 corridor to the south, and early work has already been undertaken to establish baseline noise levels and the need for mitigation via an acoustic assessment. This informed that noise considerations can be addressed through a combination of site structure and design measures, including orientating the built form to create a quiet internal environment, setting an appropriate stand-off and landscaped buffer to the southern edge, and using bunding and/or reinforced boundary planting where evidenced as necessary. Where required, mitigation can be secured through building specification (including glazing and ventilation) and careful arrangement of garden spaces so that acceptable internal and external amenity standards are achieved across the scheme.

A topographical survey, technical highways drawings including road safety audit and designers response and a further noise study have all been commissioned, showing the clients commitment to promoting this site.

In summary, the technical assessments produced to date show that all constraints on this site are manageable. There is a strong foundation of evidence to support allocating the land for development – any future planning application would be accompanied by updated detailed studies, but nothing in those is expected to contradict the clear feasibility established so far.

3.0 Relationship to adjoining site



The history of the site is intertwined with the adjacent land parcel, and it is important to clarify how our client's proposal relates to that and how we intend to avoid any conflict or piecemeal outcome. As noted, the client's holding and the neighbour's land were originally part of a single planned development area. The 2017 joint application covered both ownerships, illustrating a coordinated approach: it envisioned a unified housing scheme with shared access from Egginton Road, integrated internal roads, common open space, and comprehensive drainage solutions across the whole area. That joint plan demonstrated that the two parcels together form a logical and cohesive extension of Etwall.

Circumstances have since changed with the neighbour now pursuing a separate development on their land. The new 2025 application on the adjoining site indicates that the neighbour's land may be developed independently, with its own access and infrastructure. We have reviewed the broad details available from that application (DMPA/2025/1475). It appears that the adjoining proposal will take its access from Egginton Road and will deliver a certain number of homes (likely on the order of 70–80 homes, given the size of that parcel). Our client was not a party to that application.

Avoiding conflict: Our client's forthcoming proposals will be formulated to ensure they do not undermine or interfere with the adjacent site's development. In practical terms, this means a few key points:

- **Separate access:** If the neighbour's scheme proceeds on its own, it will utilise an access point (or points) on Egginton Road situated within their frontage. Our client's site can likewise gain direct access from Egginton Road further along its own frontage. There is sufficient length of road frontage available on the combined frontage that two access points can be spaced appropriately to meet highway safety standards. Thus, our client's development would not rely on using the neighbour's roads. Each site can function with independent primary access, though we would explore the possibility of internal linkages for emergency or pedestrian/cycle connectivity if mutually beneficial and agreed. However, the crucial assurance is that our client's land can be delivered without needing any land or rights from the adjacent owner, and vice versa.
- **Infrastructure and drainage:** Similar independence can be achieved in servicing the site. Drainage attenuation features that were once conceived jointly (e.g. a shared balancing pond) can be reconfigured such that each site manages its own surface water within its boundaries, or alternatively, a cooperative agreement could be reached to share a facility if that yields betterment. Foul sewer connection for our site can be made separately to the main sewer, so we are not contingent on routing

through the neighbour's land. Utility connections (water, power, etc.) similarly can be drawn from Egginton Road directly for each development. In summary, the servicing strategy for our site will be designed such that it stands alone, thereby no conflict arises over capacities or maintenance responsibilities with the adjacent scheme.

- **Design coherence and integration:** While separate, the two developments can still be complementary. From a planning perspective, it is desirable that the expansions on both parcels together form a seamless extension to Etwall rather than two disconnected estates. To that end, our client is willing to liaise with the neighbouring developer and the Council to ensure that layouts, road stubs, footpath connections, and open space provision are planned in a coordinated way. For example, if the neighbour's scheme ends up with a road layout that has an obvious potential link to our boundary (for emergency access or even a through-route for permeability), we would design our scheme to plug into that – provided it does not compromise either party's ability to deliver independently if timing does not align. Likewise, landscape buffers at the interface of the two sites can be aligned. The objective is that, ultimately, anyone walking or driving through the area should experience it as one integrated neighbourhood, with consistent quality of design and connectivity. Our separate promotion of the site will not preclude achieving this integration. Indeed, allocation of both parcels (the neighbour's and our client's) in the Local Plan would enable the Council to set holistic development principles covering both, even if they come forward in phases. We suggest the Council could treat the combined area as a single allocation with an indicative capacity split, or as two linked allocations with cross-referencing in policy to ensure coordination. Either approach would formalize the expectation of a complementary build-out.
- **Phasing and conflict avoidance:** It is possible that the neighbour's application will advance to determination (and potentially approval) before the Local Plan is adopted. If the neighbour's site gains planning permission and starts construction, our client's land can still follow on without issue – it would, in effect, become a second phase contiguous to the first. There would be no “ransom” scenario because, as noted, separate access is achievable. If, conversely, the neighbour's application is refused or delayed, and our client's site is allocated in the new Plan, then our client's development could proceed independently as a first phase, with the neighbour's land remaining as a logical future phase if policy allowed. In either situation, there is no prejudicial effect – each part can proceed in whatever sequence occurs, and together they ultimately deliver the comprehensive expansion envisioned back in 2017. We are committed to avoiding any design decisions on our side that would block or complicate the other side's development. For instance, we will not rely on placing play areas or facilities in such a way that the neighbour's

residents would lack access if the parcels were fenced off. Instead, each parcel's plan will be self-sufficient but with deliberate opportunities for synergy (like aligned road networks and continuous green corridors).

We view the adjacent development not as a hindrance but as further justification that this location is appropriate for growth – if one part of the land is considered suitable for housing by virtue of the recent application, it stands to reason the remainder is equally suitable. The worst outcome would be only half the area is developed, resulting in an arbitrary boundary and possibly under-provision of infrastructure or affordable housing. Our client's proposal will ensure that the expansion of Etwall is completed in full, delivering a coherent development across the whole original area. This benefits the community by, for example, enabling a greater critical mass of new homes to support improved local services or potentially to justify new amenities (such as a larger equipped play area or contributions to school capacity) that a smaller development might not deliver on its own.

4.0 Deliverability

The NPPF stresses that Local Plan allocations should be deliverable (for years 1-5 of the plan) or developable (years 6-15), to ensure the plan is effective and the housing trajectory is achievable. In this regard, our client's site offers exceptional credentials. It is available now, it is controlled by a willing landowner and as previously stated is subject to a Promotion Agreement by a reputable firm, and there are no legal or ownership impediments. The land is not tied up in any tenancy or long lease that would delay its release – our client is prepared to make the site available for development at the earliest opportunity once planning permission or an allocation is in place.

Ownership and developer interest: The site is under a single ownership. While historically it was part of a multi-owner area, the portion being promoted here is self-contained in one ownership. This consolidation greatly aids deliverability, as there is no need for land assembly or complex agreements among multiple parties. Furthermore, this land is now subject to a promotion agreement with a local and established development company, Wheeldon Brothers 1867 Ltd. This is unsurprising given the site's location in a desirable village and the relatively low planning risk now that the council is seeking additional housing sites. High developer interest was noted in the Council's own assessment of the land, and that interest has only increased with the progression of the Local Plan review. In practical terms, this means that if the site were allocated in 2026, a planning application (outline or full) could be prepared and submitted very quickly thereafter – our client and their prospective development partners are poised to move forward. There would be no financing

difficulties; major housebuilders are keen on sites of this scale in South Derbyshire, and the economics (greenfield land in a strong market area) are very robust.

Timescales for delivery: Assuming allocation in the adopted Local Plan by (approximately) late 2026, we anticipate the following realistic timeline: an outline planning application could be lodged immediately following allocation (or even in parallel with the plan's examination if appropriate). Given the prior technical work, the application process would be straightforward. The entire development (up to 90 homes) could likely be built out over a 3 to 4-year period once started, based on a typical sales rate of 20–25 units per year in a village like Etwall. This means the site would make a meaningful five-year supply contribution early in the plan and be fully delivered by around 2031. Even under a slightly more conservative scenario, first completions no later than 2030 are highly achievable. This speed of delivery is an important advantage: some larger strategic sites in the district may not deliver housing until later due to complex infrastructure, whereas this site can plug an earlier gap.

5.0 Conclusion: In summary of all the above sections, we respectfully request that the South Derbyshire Local Plan include our client's land at Egginton Road, Etwall as a housing allocation. The site's suitability (in terms of location and technical factors), its alignment with planning policy objectives, its positive relationship with the proposed adjacent development, and its clear deliverability combine to make a compelling case. Allocating this site will help South Derbyshire achieve its growth targets in a sustainable, plan-led manner, thereby benefitting both the local community of Etwall and the wider District's development needs. We trust the Local Planning Authority will give due weight to this representation and we welcome further dialogue to assist in the site's inclusion in the next stage of the Local Plan.

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[Report](#)

Dear Sir/Madame

We have just completed the Issues and Options Part 2 consultation form on behalf of our client Wheeldon 1867 and we wish to provide further information on the site that we are proposing for allocation. Please find attached a detailed appraisal of the site and its merits. A topographical survey, technical highways drawings including road safety audit and designers response and a further noise study have all been commissioned, showing the clients commitment to promoting this site.

If you have any further questions, then please do not hesitate to contact me.

Kind Regards

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