

CEF 5

Repton Neighbourhood Development Plan - Detailed Justification of Policies

This section describes the justification for the adoption of the policies. It should be noted that much of the material to inform the policies has come from other planning documents, in particular the South Derbyshire District Council adopted Local Plan Part 1(2016) and the National Planning Policy Framework [NPPF]. The other main sources of evidence are the results from the parish survey conducted in 2016 and the updated Village Design Statement (2016). The parish questionnaire had a very high return rate in excess of 30% and provided a clear indication of the views of residents of the Parish. The results that were not so numerically clear were those that involved specific age range facilities, but comments on the survey gave clear indication of people's opinions and these have been supported by views expressed at public meetings, interviews with stakeholders, and by children at the local primary school.(CEF 3). There has been ongoing dialogue with representatives of South Derbyshire Planning office, and advice has been sort from experts and consultants.

The following sections are presented in the same order of the policies. The references in brackets { } refer to responses to particular questions from the 2016 questionnaire.

1. Housing

Our ambition is to promote a balanced and vibrant community where the Parish has the services and housing sufficient to meet the needs of residents at all stages of their lives. The Neighbourhood Development Plan (NDP) supports regeneration and re-development opportunities that help achieve social and environmental objectives in the Parish. Our aim is to ensure Repton and Milton are attractive, environmentally healthy and sustainable villages to live in. Whilst recognizing the heritage and history of the Parish, the Housing Policies seek to protect and enhance the historic built environment of Repton and Milton whilst also securing its place in the future. Our design ambition for homes is to promote high quality design and materials in the development of buildings which will result in improvements to the lives of residents and visitors to the Parish and to the built environment. The Neighbourhood Development Plan (NDP) supports housing development that fosters a more sustainable means of transport reflecting the predominantly rural and residential character of the area.

POLICY H1: THE LIMITS OF DEVELOPMENT: The limits of development for the villages of Repton and Milton will be maintained as identified on the proposed map. (CEF 1)

SDDC Local Plan Part 2 has the suggestion to alter the boundaries to include land between Burdett Way and Askew Hill – i.e. Policy 23H. In the survey and consequent consultation there was strong support for the existing village boundary as illustrated in adopted Local Plan Part 1 to be maintained with no further increase. There were two main reasons given:-

- a. The need to retain the two distinct settlements.
- b. That brownfield sites should be developed in preference to green field sites.

The two villages have unique and different characteristics and it is obvious from the questionnaire that residents have no desire for them to merge. It is clear from the responses and comments from Milton residents that Milton is seen as a hamlet and should therefore remain as such. Having few amenities Milton residents have a tradition of working closely together to achieve their goals and aspirations. This is only possible because it is a small and close knit community with the opportunity for easy communication. Repton is quite different. It is considerably larger with more amenities and a more diverse population. Repton School, St Wystan's school, the three popular eating venues, The Bulls Head, The Boot and the Jaipur and pubs together with the historical associations give considerable pleasure to those living in the

village but also mean there are a large number of visitors with few links to the village itself. This produces increased pressure on the amenities, the roads and general living space within Repton. For both Milton and Repton, it means that the boundaries are extremely important in preserving their particular characteristics and ensuring that the Repton remains a village and Milton a hamlet.

In order to achieve new development and meet the Repton/Milton commitments envisaged by the Local Plan, there was a strong feeling expressed in the comments that brown field and updating/replacement or modernisation of current buildings should be encouraged first, before preferential developments on green field land. These comments referred to opportunities both inside and outside the Parish. That new build should first use brownfield rather than green field sites supports current government policy. Also the NPPF makes clear that Green Belt should be protected from development unless exceptional circumstances exist and that any change to the Green Belt needs to be undertaken through a Local Plan review. Although Repton parish does not have 'green belt' allocation as such, it is evident that parishioners believe the same principles should apply to the green wedges surrounding the two villages, not only between Repton and Milton, but also between Repton and Willington, and Repton and Newton Solney.

POLICY H2 DEVELOPMENT WITHIN SETTLEMENT CONFINES: Development should take place within the limits of development for Repton and Milton as defined in policy H1 above. (CEF 1)

The questionnaire showed that most people do not see a requirement for any new houses in the Parish of Repton and Milton. {H1} However, they do suggest ideas that enable policies to develop the Parish for current and new residents, potentially achieving housing targets, whilst maintaining the village and hamlet environment and community, that is so important to Repton and Milton respectively..

There are three main arguments against larger developments:

- a) the identity and character of Repton as a village and Milton as a hamlet
- b) lack of infrastructure to support a larger population
- c) the impact on the environment and availability of alternative, more appropriate development opportunities

Replies to the questionnaire regarding developments of 10 or more houses had a strong negative response, and a substantial number made comments saying that no more houses were wanted, although there was some support for in-filling {H2}

This has been further supported by comments made at the consultation events in both Repton and Milton. There was strong opposition to any more than 10 house developments in Repton, and this view was also supported by residents in Milton who felt that this would also impact on their village. {H1} It is clear from the responses and comments throughout the Milton questionnaires that Milton is seen as a hamlet and should therefore remain as such. Developments of 10 houses or more are very closely linked to boundary issues because enough land to cater for larger developments in general is not obvious within the village boundaries.

More developments on the east side of the Repton would increase access problems to both amenities and transport and many of the characteristics of the community would be degraded. The green wedge between the two communities would be diminished, a situation strongly resisted by the residents of both Milton and Repton. In addition, there are real concerns about the ability of the local infrastructure to cope. Milton is not a sustainable rural village, lacking many amenities, and is therefore inappropriate for large-scale development. Repton also has limited facilities with some amenities already over subscribed. The Village Design Statement (CEF 9) describes the facilities available and how many have been lost over the past few years. Comments made on the questionnaire form broadly recognized that there is insufficient infrastructure for new developments. The commonly expressed concerns included

- damage to roads from HGVs
- drains and sewerage pressure (current)

- lack of school places
- lack of other facilities eg health
- exacerbation of flooding

Concerns regarding the increase in traffic problems and the lack of public transport were one of the fundamental issues in the respondents lack of support for further housing development. If there are to be new developments then, residents suggest areas and types of development that contribute less to such issues. For example, a number suggested Burton Road as a preferred development location which would keep traffic and parking away from both Repton and Milton village centres and the road is wider than the other lanes around the villages. Others suggested the infilled gravel pits on Mount Pleasant Road, as they were still perceived as brown field sites, although this is not the case.

POLICY H3: Retention of The Dales Site and Fisher Close for Elderly Accommodation

The Dales, a residential centre that provided care facilities for the elderly in Repton parish for many years closed in 2013, with care facilities now in Swadlincote 6 miles away and not on a bus route. Within the Parish, there is a strong feeling that it should be re-developed for elderly care {H4}. This is consistent with widespread recognition that the population is aging and there is an increasing requirement for suitable housing provision for older people, many of whom do not want to leave the Parish when they no longer feel able to live in their current home. Also there was much positive support for the area around Fisher Close remaining allocated for sheltered housing {H5}. As stated in the introduction to the Local Plan ‘The population is also becoming older and more diverse with implications for the types of housing.....’ The age profile of Repton Parish already shows a high proportion of elderly residents who will require appropriate housing. The new housing developments in Repton are a mile away from the shops or bus, and therefore inappropriate sites for care facilities or housing for the elderly. The flats at Fisher Close are not suitable for some elderly residents because of access issues. People who have lived in Repton and Milton for many years are leaving the area because of a lack of easily accessible facilities. Residents of the Parish voiced their concern over the closure of the Dales, and the fact that it has remained empty, for so long. They wish to see provision for the elderly to return to that site. The age demographic and membership of clubs for the elderly in the Parish suggest that that there are many of them who would like to move into specific residential provision homes for the elderly and free up their existing family sized housing stock, rather than remain in residences they struggle to heat and maintain. We recognize that freeing up existing stock is not recognized as a contributor to government housing targets, however, new development for elderly people on the Dales site would help assuage demand for family homes in the parish. Any new development should also have provision specifically for older people, but allied to that is the need for easy access to facilities and transport. This makes sense with the demographic of the villages {H3}. The strategic housing sites at Longlands and Mount Pleasant do not have elderly provision nor do those sites have easy access to amenities and transport.

POLICY H4: HOUSING MIX: New housing development proposals should provide for a recognised housing need in the parish. The provision of smaller homes, especially for young families and young people, and for older people, will be supported. Affordable housing will be preferentially allocated to those who can demonstrate a strong connection to the parish.

In terms of affordable homes, the questionnaire showed general support {H6}. There was also support for such houses to be preferentially allocated to those with a connection to the parish {H7}. Affordable housing should be within reach of facilities and local transport. Many of the job opportunities within the villages are within the catering and cleaning areas and therefore of low income. To enable people to live near to their employment requires affordable housing stock to be available.

POLICY H5: DESIGN OF NEW DEVELOPMENTS TO BE OF HIGH QUALITY: Proposals for new housing must be of high quality and designed to reflect the character and distinctiveness of the villages of Repton and Milton.

Where there is to be further development, 90% of people felt either strongly or very strongly that the character of the villages should be maintained. The desirability to ensure high quality design which enables proportionate and appropriate housing growth and protects the historic and rural character of the villages was obvious from comments made. This is supported by the Village Design Statement (2016) (CEF 9).

Particular mention was made of

- Stone walls in Milton
- the skyline (including church spire)
- range and variety of buildings (size, style)
- buildings of architectural merit

High environmental standards and good design and quality materials were also important {H8&H10}. In particular the maintenance of the skyline, in respect to bullet point two, and the encouragement of wildlife by the preferential use of hedges were highlighted. Also buildings of architectural merit with key design features were felt to be important. This is in line with the Repton Conservation Area Character Plan (CEF 7), see page 33, and the Village Design Statement updated (2016) (CEF 9) and Landscape Survey (CEF 6). While people may use different terminology in their comments, the key reasons people choose to live here and invest in the community are:

- 1 Countryside / Green space
- 2 Good Community / spirit
- 3 History / Architecture

Repton NDP supports Local Plan Stage 1 page 13 'Meanwhile, sustainable living and working environments throughout the remainder of the villages and other rural parts of the District will have been maintained through local scale development in keeping with their size, role and character. In tandem, the rich heritage, historic assets and distinctive character of our towns, villages and hamlets will continue to have been respected and enhanced.'

The Village Design Statement (CEF 9) guidelines on page 11 lay down how new buildings can be integrated into the villages, without imposing any specific limitations. It is unfortunate that in the past few years these guidelines have not been adhered to, particularly in Repton. There are now two gated communities, and the 2015/2016 developments have housing layout and design that do not blend well with the village and impinge on the skyline.

The NDP also supports the Local Plan Part 1 by agreeing, 'In bringing forward new development the Council will seek to ensure that the schemes respond to and address environmental and social issues including the need to tackle climate change, improve the quality of the built and natural environment, minimise resource use and improve access to services and facilities.' And also encourage housing design that allows unobtrusive solar panels to be installed.

POLICY H6 DESIGN OF ADEQUATE CAR PARKING TO FITS IN WITH THE CHARACTER OF THE PROPOSED DEVELOPMENT: New housing and extensions to existing properties will include adequate car parking provision that minimises the visual impact on the buildings and landscape.

Repton NDP would support national policy in reducing the amount of car travel, but the reality of the geographical position of both villages and the limited access to public transport means that the majority of residents will use cars for their day to day transport requirements. All the recent new build is on the far edge of the village approximately a kilometer from the nearest public bus stop. It is a necessity therefore to ensure there is adequate parking provision. The bus route only touches a small section of Repton and does not go to Milton. The buses are not frequent.

Rail travel involves a car journey to either Willington, Burton on Trent, Derby, East Midlands Parkway, Tutbury & Hatton or Lichfield.

Parking provision is currently already inadequate. Questionnaire Section 5 –Travel & Transport {T4} identified that 70% of respondents, strongly disagree that the parking provision is adequate, and this was before any of the strategic housing identified in Part 1 of the Local Plan were occupied. Any new housing without adequate parking provision will exacerbate this issue. The Clayfields development has already increased the on-road parking on Milton road causing more traffic flow issues and risk of accidents.

2. Open Spaces/Environment

Open spaces are cherished areas which enhance the built environment of the parish. They provide areas for recreation as well as adding to the visual appeal, and there is strong support for both their retention and enhancement. The views both into and out of the villages are a highly significant and much appreciated feature of the parish. They should be retained by avoiding inappropriate locations for new buildings. Local Plan Policy BNE1 design principle J states 'New developments should address social sustainability issue, by supporting healthy lifestyles..... the provisions of public open space....' Infrastructure. 9.5 also says ' Our lives are enriched by the green spaces which surround us.'

Hedgerows throughout the parish visually enhance the countryside as well as providing an important habitat for wildlife. Policy BNL3 Biodiversity iii)network of local wildlife sites and corridors to support the integrity of the biodiversity network.' Hedgerows are fundamental as wildlife corridors. Large hedgerows on Milton Road and on Mount Pleasant Road have already been lost with the 2015/2016 developments. The following policies have been guided and influenced by the responses to the survey.

POLICY OS1: PROTECTION OF EXISTING OPEN SPACES: Within the areas of Local Green Space described and shown in dark green on the proposal map (CEF 1)

It is very apparent that the residents of the parish appreciate the rural nature of their communities and feel strongly this should be preserved. This is reflected in the responses to potential development beyond the village envelopes {O1&O2}, as well as the retention and enhancement of existing open spaces {O3&O4}. It is also noteworthy that this theme features very prominently in the 'likes' section of the questionnaire which also said that the rural appearance should be enhanced through further planting of trees {O5}. Wildlife is important to many, with the retention of habitats also seen as important {O6}.

Mathews Farm in the centre of Repton and consisting of two fields which are traversed by two foot paths – one much used and the other capable of improvement to enhance use and public benefit, is an example of this. It is amazing that such a key location near the centre of the village should have lasted to the present day potentially unspoilt and is a wonderful public amenity resource. The other open spaces are spread throughout Repton and are much appreciated by residents. {O3}

In Milton the orchard and wide verge where a seat is located is a much valued open space in an otherwise narrow main street and a key element in the character of the settlement, similarly the green at the lower end of Mount Pleasant Road.

POLICY OS2: THE VISUAL IMPACT OF NEW DEVELOPMENT ON VIEWS FROM THE COUNTRYSIDE MUST BE MINIMISED: An assessment of views to and from a proposed development should be provided to show how the negative visual impact will be minimised through the design of the site location, layout, buildings and landscaping.

Past housing in both villages has been mainly along the valley floor, with the views from the outlying areas revealing a rural landscape with trees dominating (CEF 6; CEF 7). Up until the present the majority of new housing has followed this precedent, however the new developments in 2015/16 impinge on the skyline and have damaged the rural aspect which comments from the questionnaire show is so important to residents.

St Wystan's church is a monument of considerable historic importance and together with the Cross is central to the identity of Repton. The spire has dominated the local skyline for

centuries. It is therefore imperative that any new development should ensure that this historic view is not disturbed. (CEF 6)

The rural identity of both Repton and Milton should be preserved and the following statements from the Repton Village Design Statement (CEF 9) are highly relevant.

The approaches and entrances to Repton should retain their open nature with development restricted to one side of the road.

High-density developments on the edge of the villages are to be avoided to preserve the traditional open approaches to the settlements.

New buildings or extensions should not encroach significantly, visually or physically, upon open spaces or fill gaps that afford views of the surrounding landscape and rural skyline.

POLICY OS3 IMPORTANT TREES AND HEDGEROWS: Trees and hedgerows of good arboricultural, biodiversity and amenity value should be protected from loss or damage as a result of development. Wherever possible, they should be integrated into the design of development proposals and their enhancement will be supported. Proposals should be accompanied by a tree survey that establishes the health and longevity of the trees.

Trees, woodland and hedgerows contribute positively to the character and amenity of an area supporting both biodiversity, health, and well being. Attractive surroundings encourage walking which in turn supports 'Healthier South Derbyshire'. Repton is on the edge of The National Forest with the potential for growth in tourism. The village itself is of historic interest with frequent groups visiting the church and surrounding area, and this potential needs to be supported. The Leisure, Culture & Tourism page of SDDC web says 'The beautiful villages of Melbourne, Ticknall, Repton and Newton Solney are well worth a visit.' Tourists will therefore expect attractive surroundings. The survey supports both the retention of hedgerows and support of wildlife (06) and encourages the planting of trees (05), together with fostering tourism (C9).

3. Amenities/Services

According to the National Policy Framework the planning system should provide a high quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural well-being. Simon Stevens Head of NHS England said for Design in Health & Wellbeing. 'We want children to have places where they want to play with friends and can safely walk or cycle to school. We want to see neighbourhoods and adaptable home designs that make it easier for older people to live independently wherever possible.could be a blueprint for future people-friendly communities'

POLICY AS1 CONTRIBUTIONS ARE REQUIRED FROM DEVELOPERS OF NEW HOUSING TO FUND ADDITIONAL HEALTH CARE FACILITIES: Financial contributions will be required from developers of new housing sites to fund additional healthcare facilities

Policy AS2 IMPROVED ACCESS TO HEALTH CARE FACILITIES, EITHER THROUGH THE PROVISION OF SOME SERVICES IN REPTON PARISH OR A BETTER TRANSPORT SYSTEM: The provision of a medical centre will be supported. Any planning application to change the use of an existing building to a facility that is capable of serving the local community will be supported. This support will be subject to any application ensuring that sufficient parking and safe access can be provided at the site.

Repton Health Centre situated in the centre of Repton provides little localised health care but acts largely as the administrative centre for the provision for 'Community Therapy Service' Intermediate Care Services', 'Community Podiatry', and 'Continence'. The Community Podiatry

Service provides assessment, diagnosis and treatment to a range of patients with lower limb and foot problems. The medical services and the chemist are in Willington, over a mile away, with a limited bus service and what is perceived to be a dangerous cycling and pedestrian route. Car and/or taxi is the only effective means of access for those who are in need of health care. The population of Repton Parish in the 2011 Census: Repton Summary profile) was 2,867, with new development this will have increased to well over 3,000. The age profile of Repton Parish shows a high proportion of elderly residents who will require access to Doctors and the chemist (2011 census). The number of new homes being built in both Willington and Repton have, and will continue to increase the pressure on the Surgery in Willington. The questionnaire highlighted that residents did not feel that the existing healthcare facilities were adequate for the planned size of the community{ A1}. There was support for extra facilities to be provided in Repton parish {A2}, with comments corroborating this view.

POLICY AS3 DEVELOPER CONTRIBUTIONS WILL BE SOUGHT FROM ALL NEW HOMES TOWARDS THE FUNDING OF A COMMUNITY FACILITY OR FOR ITS IMPROVEMENT: The expectation is that the facilities on the existing sites will be enhanced.

Policy AS4 RETENTION, EXPANSION, ENHANCEMENT OR REDEVELOPMENT OF THE VILLAGE HALLS IN REPTON AND MILTON WILL BE SUPPORTED, CONSISTENT WITH THEIR ROLE AS COMMUNITY ASSETS.

Repton has been designated a Key Service Village and Neighbourhood Hub which will offer a wider range of formal sport, physical activity and play opportunities. Some of the facilities exist but many will need to be developed or improved. One aspect is an indoor community facility for informal sport and physical activity, together with local community events. Repton village hall needs to be redeveloped to provide these amenities. Milton village hall has been refurbished with excellent kitchen facilities and has good access for the disabled. Repton village hall has poor access for the disabled and needs kitchen facilities upgrading for it to remain at the centre of the community. Both village halls could support 'Healthier South Derbyshire' and enable members of the community to be physically active every day. The questionnaire showed a high degree of support for both village halls {C4&C5}, with the view that both needed to be retained and enhanced. This was particularly relevant with Repton village hall which is in poor condition and has structural problems{C13}. Comments from the questionnaire also strongly support a new village hall in Repton, with improved facilities, particularly with regard to younger residents and the establishment of appropriate physical activities.

4. Community, Leisure and Employment

These three aspects are the core of village life and need to be sustained and enhanced. The development of a community is essential as residents do not have the same access to the facilities that are easily available in towns and cities. It is community action that provides many leisure aspects that are essential to both physical and mental health. Employment is more problematic, in that a village has not got the means to provide a good choice of work. Employment in agriculture has waned and most residents have to commute some distance to their place of work. It is important to provide as much support as possible to appropriate local work initiatives.

POLICY CLE1: IMPROVE PLAY FACILITIES: Developer contributions will be sought from new residential development to fund sport and play facilities. These may be enhancements to existing facilities, or the provision of new facilities, depending on the size and location of any new development.

It is government policy to encourage healthy behaviours in children through physical activity. Appropriately sited play areas and equipment allows this to happen without contributing to traffic problems. At present the main play facilities are not within easy access of the main concentration of housing in Repton, and there are no play facilities in Milton. There should be 'choice of areas for play'. (Key Service Village).

The present play equipment is sited on Mitre Field, to the west of Repton, and Broomhills also to the west, with the proposal for another area in the Longlands development. The playing field is also sited at Broomhills to the west edge of the village. See open spaces map (CEF 1). There is the need for play areas to be more local to where the majority of the housing is, on the eastern side of Repton and also provision made for some play equipment in Milton. Encouragement should be given to the provision of play areas and facilities where new development occurs and where suitable locations become available. Although the questionnaire {C1} had a mixed response to the question on whether there were enough play areas, many of the respondents did not have children, however this aspect of the village was highlighted by the children at Repton Primary School where leisure facilities and open spaces were of major importance.

POLICY CLE2: RETAIN AND ENCOURAGE SMALL SCALE BUSINESSES: Proposals for the redevelopment or change of use of existing business uses to non-employment uses will only be permitted if the existing use is no longer economically viable and the site has been marketed at a reasonable price for at least a year without restriction.

Generally the earlier housing in Repton and Milton was ribbon development on the major roads through the village and much of the housing was built straight on to pavements with no off road parking. The residents are therefore dependent on space being available on the road. Two successful businesses' in Repton with inadequate parking for their staff and customers are causing major car parking problems in areas of the village, where there is limited parking space. There is considerable congestion on narrow roads and often obstruction of pavements. Parking on the road side has raised safety issues concerning restricted sight lines at junctions and house entrances. With a very strong response to parking provision in the questionnaire {T4} it is important that there is no increase in the pressure on parking.

POLICY CLE3: RETAIN AND ENHANCE PRIMARY AND SECONDARY RETAIL FRONTAGES: The vitality of the Repton is dependent on primary retail frontages and so it is important that the retail frontages be retained and enhanced and are supported by improved car parking and servicing facilities.

Economic activity within the community enhances it by the local provision of services. Furthermore, local employment allows the possibility of reduced transport needs. The number of existing businesses in the Parish is small, but provide many essential services which need to be retained if the villages are to remain sustainable. Shops and services provided locally give a central core to the Repton and enable the less mobile to remain in their present location. The questionnaire {C10}, strongly supported the proposition that small business developments should be encouraged.

POLICY CLE4: SUPPORT WILL BE GIVEN TO THE EXPANSION OF EXISTING AND THE INTRODUCTION OF NEW BUSINESSES.

Local employment is to be welcomed for the reasons cited above but this must be balanced against any effect on immediate neighbours. The rural nature of the parish with narrow road access makes large scale business developments inappropriate. A slightly higher percentage of parishioners (14.2%) work from home than in Derbyshire as whole (10.5%), (2011 Census: Summary Profile), and small business and home working could be encouraged, and supported by appropriate broadband provisions. This view is strongly corroborated by evidence from the questionnaire {C10 & C11}.

However, in a rural environment with narrow mostly ungraded roads, large-scale business – i.e. businesses that have 15 or more employees or which cover more than 0.2 hectares or are expanded by this amount, is inappropriate. Although providing employment, experience of the present four major employers, Repton School, Gibson Technology, The Bulls Head and The Boot, suggests that the majority of the workforce will actually come from outside the village. Repton School does provide accommodation in the village for some teaching staff, but ancillary staff are usually non resident. This increases the pressure on travel and parking, but does not

support the community life essential to a village. The rural nature of the environment and close proximity to farming and housing makes large business development inadvisable.

5. Travel and Transport

Living in an inner city or suburban environment there is an expectation of higher traffic volumes, but this is outweighed by the provision of more public transport and easier access to a wide range of generally local amenities. In a rural situation there is the expectation of a quieter habitat and access to green space, with residents accepting the fewer amenities and poorer access to public transport. However, the traffic levels in Repton, Milton and the parish as a whole, have risen to suburban levels with none of the advantages that could be expected. It means accessing the country side and moving around and through Repton in particular, is difficult, with high noise levels, and air pollution. Accessing amenities that are mainly situated outside the parish is becoming increasingly difficult and time consuming. The advantages of living in a village are rapidly declining. The comments in the questionnaire clearly show extreme dissatisfaction with this, and worry over increase in traffic levels from more development both inside and outside the parish. In 2013 at Repton Village Party (CEF 11), a feedback form clearly demonstrated a high proportion of residents disliking the amount of traffic and problems with parking. Whilst the NDP for the parish of Repton can only address issues within its remit; traffic and transport are major issues for parishioners. The NDP fully supports the Local Plan Part 1 S6 Sustainable Access.

POLICY T1: NEW DEVELOPMENT TO PROVIDE PARKING ON SITE FOR OCCUPANTS AND VISITORS; Proposed development should demonstrate they will provide adequate on site car parking.

POLICY T2: Should an opportunity arise, to ensure that sufficient land is made available in order to enhance / improve parking facilities within Repton.

Parking provision is currently already inadequate. Replies from the questionnaire identifies that 70% of respondents, strongly disagree that the parking provision is adequate now {T4}. Any new housing may exacerbate this issue. The Clayfields development has already increased the on-road parking on Milton road causing traffic flow issues and the risk of accidents. Traffic related problems, both the level and parking issues, were the single biggest negative in Repton at surveys carried out at Repton Village Party in 2011 & 2013 (CEF 11).

There are two small public car parks. One by St Wystan's church which is mainly used by Repton School, and one at the bottom of Burton Road which is used mainly by residents with no off road parking facilities. This makes parking for access to Repton village amenities, and for the bus stop, particularly for the elderly or infirm, extremely difficult.

Within the Derbyshire Local Traffic Plan one of the Key Projects is "Managing on-street parking to keep traffic flowing". Levels of vehicle ownership in the Parish are high reflecting both our rural location and limited availability of public transport. The 2011 Census: Repton Summary profile, shows that in the Parish of Repton only 10.1% have no vehicle at all, as against 20.1% in Derbyshire. Respondents clearly thought that a number of problems related to parking are causing problems with the Parish of Repton as follows:

- Parking on pavements
- Irresponsible, inconsiderate and dangerous parking
- Business operations that expand placing additional burdens onto local parking.

Other points raised included:

- Residents parking schemes.
- Increased parking restrictions

These latter two schemes have been investigated by Repton Parish Council on a number of occasions and whilst there has been some support from the residents directly affected, general support has not been forthcoming.

POLICY T3 ENCOURAGE BETTER PLANNING OF PUBLIC TRANSPORT: Repton Parish Council will liaise with South Derbyshire District Council and Derbyshire Highways agencies and the bus and rail operators to encourage better planning of public transport.

The NPPF indicates that planning should seek to reduce the need to travel and encourage the modal shift away from the use of cars and heavy goods vehicles towards, public transport, cycling, and walking and rail freight. 66.4% of parishioners travel to work by car or van, with only 2.4 by public transport. (2011 Census: Repton Summary profile). Neighbouring planning authorities should work together to provide the infrastructure needed to support sustainable development. The objectives of transport policy are to support both economic growth and reduction in greenhouse gas emissions and congestion. Objective 5 of the Local Plan part 1 – Repton Area states clearly the following “Improve accessibility by sustainable transport modes”. However Local Plan Part 1 envisages an increase in residential development both within and in areas that surround the Parish. The only viable means of transport within the rural environment is the bus service. At present it only runs to Burton on Trent and Derby through the neighbouring villages every hour, and the route only includes a small part of Repton, (CEF ! map)not the main residential areas. To increase the use of public transport it has to be convenient and available. The responses to the specific question in the NDP questionnaire about a bus service to Milton were reasonably positive {T3}, however, a number of respondents suggested additional bus stopping points around the village of Repton {T1} and some suggested that if a more regular mini-bus type service was used that Milton could also be included.

POLICY T4: IMPROVE EXISTING PEDESTRIAN AND CYCLE CONNECTIONS WITHIN AND BETWEEN THE VILLAGES AND TO SURROUNDING AREAS: A strategy for improvement for pedestrian and cycle connections should be provided to include provision of new networks which connect to new destinations and the countryside. In particular a cycle path to Willington is supported.

In the summary of policies for the Repton Area – Transport The Local Plan part 1 contains the following policy “Establish cycle-ways and multi-user trails as part of a wider route network”. It is apparent that a large number of respondents to the questionnaire wish to encourage cycling and walking as safe options. Many were of the opinion that cycling around the Parish of Repton was dangerous at present and whilst many of the respondents were in favour of utilising cycling as a mode of transport many were discouraged due to the perceived danger caused by the volume and speed of vehicles. One of the plan’s main objectives is to improve highway safety and minimise conflict between road traffic, cyclists and pedestrians {T7}. As can be demonstrated by the support within the NDP questionnaire for a cycleway to Willington many respondents would like to see the provision of additional cycle-ways and footpaths within the Parish of Repton {T8}. A number of respondents were not in favour of encouraging cycling on roads due to the negative impact cyclists can have on traffic flows but they were very much in a minority.

As part of the process of preparing this section of the Plan, the following Strategic Documents were consulted:- Derbyshire Local Transport Plan 2011-2026; South Derbyshire District Council Local Plan Part 1, Chapter 9 – Infrastructure p125 to p150. South Derbyshire District Council Local Plan Part 1, Chapter 10 – Planning for Places – Repton Area p191 to p194 and National Planning Policy Framework (NPPF). 2011 Census: Summary Profile Repton Parish (E04002920) Repton Conservation Area Character Statement (SDDC 2013), Milton Conservation Area Character Statement (SDDC 2013) Repton Village Party Feedback Form 2011 & 2013