

**Parish of Repton  
Neighbourhood Development Plan  
2016 - 2028**

**Pre-Submission Consultation Draft**



*Repton & Milton*

The Neighbourhood Development Plan for the Parish of Repton covers the whole of the Civil Parish. The boundaries are clear and well established. The Plan provides a vision for the future of the parish, agreed by residents. It sets out the parish's objectives, together with the policies required for their realisation

Version 13 - 26 June 2016

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# 1.0 Introduction

Repton is a rural parish, set in undulating countryside in the district of South Derbyshire. The parish is made up of the village of Repton, and the much smaller hamlet of Milton. The two communities benefit from an attractive semi-rural character derived from open fields, abundant trees and hedgerows and a wide variety of building styles and features reflecting the long history of the parish. The village is located south of the river Trent and is relatively close to the main trunk roads of the district; the A50 and A38. The nearest railway station is 2 miles north at Willington. There are major urban areas in the region, including Derby, Burton-on-Trent and Swadlincote.

Its location, accessibility, scale and appealing countryside setting, combined with its strong community spirit, makes the parish of Repton a very desirable place to live. The Repton Neighbourhood Development Plan (hereafter referred to as the 'Neighbourhood Plan') has been prepared to ensure that development is planned in terms of location, scale, form and style in a manner which enhances the parish and villages.

**Map of Parish of Repton.** Area covered by Repton and Milton Neighbourhood Development Plan



Figure 1 – Map of the Parish Boundary

## 1.2 Neighbourhood Plan Process

This document is the Neighbourhood Plan for the Parish of Repton. It covers the area corresponding exactly to that within Parish Council electoral boundary, as shown in Figure 1. It builds on, and conforms to, South Derbyshire District Council's emerging Local Plan.

The Neighbourhood Plan covers the time period 2015 to 2028, so as to correspond with South Derbyshire District Council's emerging Local Plan.

If passed at a local referendum, the Neighbourhood Plan will be adopted by South Derbyshire District Council (SDDC), as the plan which must be used to determine planning applications in the Parish; it will become part of the Development Plan, alongside the District Council's Local Plan.

The Neighbourhood Plan has been produced by a working group of volunteers acting on behalf of the Parish Council, which is the responsible body. The Parish Council has regularly reviewed the progress of the working group and wholly supports both the plan and the process used in its creation.

The Plan reflects the consolidated views of the residents and businesses of the parish. The document has been developed through a process of consultation [see appendix XX for details]. In brief, the Parish Council agreed to produce a Neighbourhood Plan in early 2015. A steering committee was formed. Interest was generated by public meetings, regular items in the Parish Magazine and flyers, as well as on-line.

A launch meeting was held in April 2015 and the working group was formed. This group then structured and conducted the on-going activities. These involved further publicity, leading up to the production and distribution of an extensive questionnaire survey. The survey produced an excellent rate of response with approximately one third of households returning completed forms. The working group then analysed the data and comments and used this information as the main basis of the Plan. Once a draft was available this was used during a second stage consultation, which refined the policies. Roadshow events were used to allow residents to engage with the process and provide input.

It is worth pointing out that the work conducted during 2015 and 2016 represents a continuation of the community's efforts to understand and shape its development. The Village Design Statement also covers many of the topics relevant to the Neighbourhood Plan and has been used as part of the evidence to write this document.

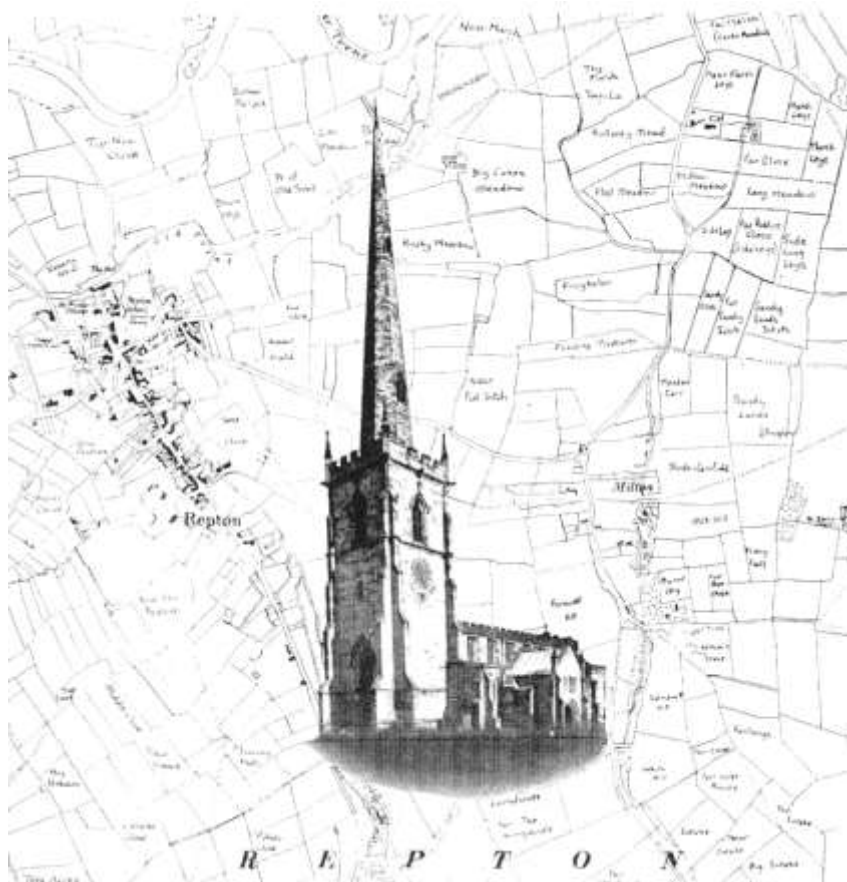
## 1.3 The Village Design Statement

The Village Design Statement was written in 2006 and endeavoured to describe Repton and Milton and their surroundings as they were at that time; highlighting the individual and collective characteristics that make the settlements distinctive. It was compiled by local residents, through a process of public consultation, with help and advice from officers of the South Derbyshire District Council and support from the Repton Parish Council and Repton Village Society.

The Village Design Statement added local guidelines for Repton and Milton to the overall policies on housing, environment etc. contained in the South Derbyshire Local Plan. The Local Plan and Supplementary Planning Guidelines (including Conservation Area Character Statements) were the first references addressed in a planning application, but the Village

Design Statement supplemented them with those aspects particular to Repton and Milton. The purpose of the document was to ensure changes that took place in the future fitted in with what was best in Repton and Milton. It laid down what residents felt was important and was readily available to residents, developers and local planners, to help in the planning process.

The steering committee and the working group all agreed that we should use such a comprehensive document as the base of the Neighbourhood Development Plan, bringing it up to date using information generated from the consultation process.



## 1.4 The Neighbourhood Plan and the Planning System

The Localism Act, introduced by the Government in November 2011, aims to devolve more decision-making powers from Central Government into the hands of individuals, communities and councils. One of the key aspects to this is the ability of communities to produce Neighbourhood Development Plans, subject to being in line with higher level planning policy. That is, Neighbourhood Plans must comply with a set of Basic Conditions:

The following is taken from the UK Government's Planning Portal website:

“Only a draft neighbourhood Plan or Order that meets each of a set of basic conditions can be put to a referendum and be made. The basic conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004. Revision date: 06 03 2014”

The basic conditions which apply to neighbourhood plans are:

- a. having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood plan.
- b. the making of the neighbourhood plan contributes to the achievement of sustainable development.
- c. the making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (South Derbyshire District Council).
- d. the making of the neighbourhood plan does not breach, and is otherwise compatible with, EU obligations.
- e. prescribed conditions are met in relation to the plan and prescribed matters have been complied with in connection with the proposal for the neighbourhood plan.

Details on how the draft Repton Parish Neighbourhood Plan conforms to the Basic Conditions are contained in Appendix XX.

In order to future-proof the Plan, close dialogue with the South Derbyshire District Council has ensured that the Neighbourhood Plan is in line with up to date evidence of any strategic needs identified for the area and the emerging Local Plan.

## **1.5 Acknowledgements**

Repton Parish Council is very grateful for the support given to the Neighbourhood Plan by the Steering Group;  
Ewan Thompson (chair), Chris Jerram, John Perks and Peter Rainey

Working Group from Repton and Milton;  
Ruth Attwood, Robert Blackshaw, Quentin Butler, John Cawdron, Ros Cheeseman, Melissa Cooke, Malcolm Coston, Sue Goodwin, Carol Lloyd, Cheryl Smith, Jayne Williams, Neil Williams.

The Parish Council would also like to thank the hundreds of people who attended consultation events to ask questions and to give ideas, and to well over 600 parishioners who answered the questionnaire, and provided information to support the development of the Plan.

We would like to thank the numerous community groups and societies who were fundamental in both giving information and encouraging participation in the process.

The Parish Council acknowledges the considerable assistance provided by Ian Hey and the officers at the South Derbyshire District Council and our Consultant Joe Dugdale, Rural Action Derbyshire.

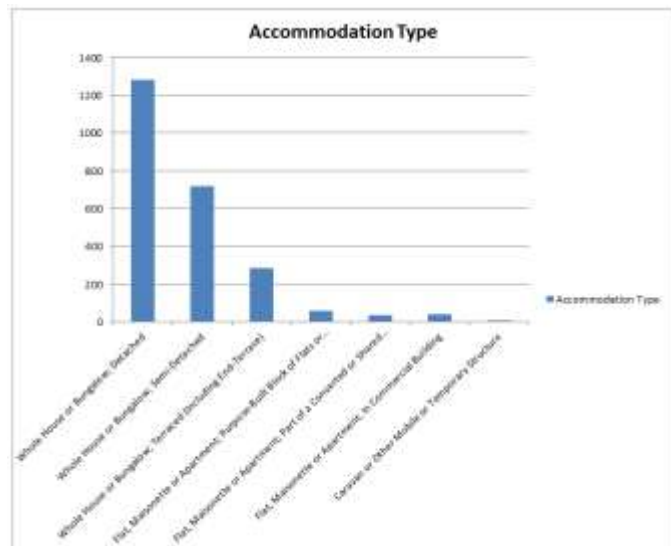
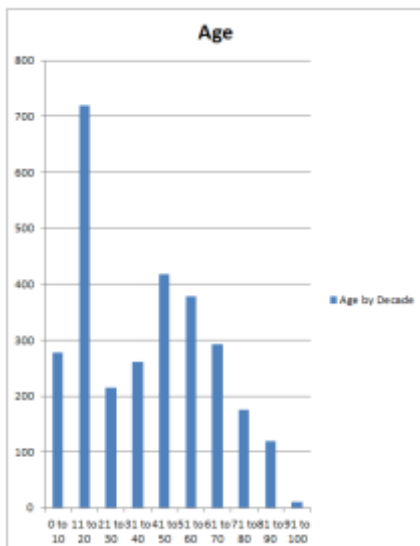
Credit for the images goes to local artist Jackie Adshead.



## 2.0 - The Parish of Repton



The 2011 census provides details of the population of the parish. Repton Parish has a population of 2,867 living in 1086 households, the majority of which are houses, rather than flats or apartments. Most residents live in Repton, as there are only approximately 80 houses in Milton and relatively few outlying properties.

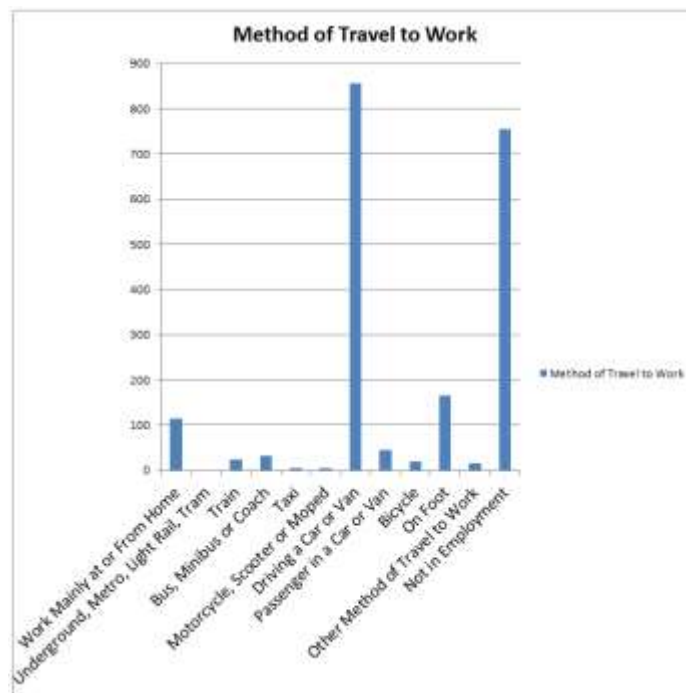


The Parish has a higher than average number of managers, directors & Senior officials/Professional Occupations than either nationally or South Derbyshire. More than 40% of the residents have degree or higher qualification.





Most working residents (1275 in total) commute, although there are some employment opportunities within the parish. These mainly consist of Repton public independent school, Gibson Engineering, a number of farms and several small businesses, including retail.



## 2.1 Description of the Parish

The Parish of Repton consists of two distinct villages and a large outlying agricultural area which includes part of Foremarke Reservoir and associated commercial interests. The villages are very different in size and makeup and therefore will be described individually. The agricultural land is managed by farms in the villages and therefore will not be evaluated separately.

## 2.2 Repton



Situated in rolling, predominantly arable, countryside rising from the flood plain on the southern side of the River Trent, Repton is located on the northern edge of the National Forest area. The centre of the village is the Cross, of medieval origins, and its surroundings where there are a significant number of medieval and post medieval buildings. The cross is an important monument and is grade 1 listed, but the surrounding setting has not been maintained. Repton is a village with a long history. It was the ancient capital of Mercia where in AD 653 Christianity was first preached in the Midlands. The conversion of the Mercian royal family led to the building of the 8<sup>th</sup> century crypt that now forms part of the church. Repton was invaded in 873-4 by the Vikings as an overwintering place, the defences included the religious buildings. The Augustinian Priory was founded in 1172 and the church much enlarged between the 13<sup>th</sup> and 15<sup>th</sup> centuries. There were statute fairs, based round the Cross, from medieval times up to the end of the 19<sup>th</sup> century. As such, the crypt and the area around the church is of national historical importance. It has featured in many television documentaries, the last one shown in March 2016, and also definitive historical texts. It is imperative that this is taken into consideration during planning as the results of all decisions made will have an impact on this area of the village.

The Priory was closed when Henry VIII caused the dissolution of the monasteries in 1538. Many buildings were demolished before a free school (the present Repton School) was set up in 1557 in what is now the Old Priory. The next major development was the building of the toll bridge to Willington in 1839. Together with the new railway station at Willington this led to a large expansion of the Public School which has had a major impact on the village.

The character of the village has been brought about by this history, subsequent changes in industry and the development of motor transport, meaning that most residents now work outside the village.

The area of the Cross and Church are obvious landmarks but the character of the village is much more diverse and will affect, and be affected by, changes in the buildings, roads and related features.

Repton is a linear village, with its main axis running roughly south-east to north-west, following the line of Repton Brook, as it flows northwards into the Trent. Less than a mile to the east, over a ridge, lies the smaller linear hamlet of Milton. Trees are numerous in Repton and the valley in which it sits, with oak, beech, ash, sweet chestnut, horse chestnut, alder and willow particularly well represented. Along the banks of Repton Brook there is one remaining osier bed, towards the southern end of Main Street. In 1999, on an adjacent 12-acre hillside site south of Repton, the Woodland Trust established Sledge Wood, a new plantation of broad-leaf native trees. The abundance of trees and the existence of an old field structure of hedgerows, together with wetland areas near Repton Brook, provide an invaluable habitat supporting a wide variety of wildlife.

The village had a clearly defined shape and size, partly controlled by the development boundary (previously known as the Village Envelope and now referred to as the 'Village Confines' in the South Derbyshire District Council's Local Plan), but this has now been breached. The demand for housing in Repton has meant that the new building plots have been inside this village boundary until 2015, by infilling pockets of back-land, by building on open spaces, or by the redevelopment of existing buildings.

### **2.2.1 Housing**

A major distinguishing feature of Repton is the mix of buildings, ranging from the 8th Century through to modern times. Repton has a high concentration of Listed Buildings, thirty nine in total, of which six are grade one, and this has been recognised through the Conservation Area. This was originally defined in July 1969, extended in February 1982, and extended again in 2013. (See Appendix ....) Residents feel this has had a major influence in retaining the character of these parts of the village.

Over the last one hundred years in-fill has taken place in streets such as The Pastures and Mitre Drive, but these areas can still be characterised as having open spaces and mature trees, giving a pleasant aspect. Unfortunately the newer building has not always been carried out in sympathy with the surroundings. To sum up, the character of the village comes from the diversity of its buildings from all ages, yet they complement one another and form a harmonious environment. Since The Village Design Statement there have been a number of new developments.

A small development at the top of Askew Grove has replaced many of the wooden houses and also increased the number of houses.

The Trent and Dove development of thirty three houses, at the top of Milton Road includes twenty four for social housing. The Longlands development of forty houses, off Springfield

Road, is a mixed development of two, three and four bedroomed houses. There is further significant development in on this side of the village, bringing the total agreed planning applications to one hundred and forty eight houses. These developments, taking place in 2015 and 2016, are the largest that have taken place in the parish for decades.

## **2.2.2 Environment**

Within the confines of the village, the remaining five significant open spaces have either full or partial public access. These include the field off Mitre Drive, which houses children's play equipment and caters for scouting activities; Mathews' Farm by the brook, and the adjoining spinney; Saxon Croft field and The Crescent. These are included in the Local Plan as land that contributes to environmental quality. The Pinfold Lane triangle also provides a green space and Broomhills Playing Fields has been awarded Queen Elizabeth Fields in Trust status. There are also extensive playing fields associated with Repton School. All these green spaces, plus the numerous views out into the countryside that are glimpsed between buildings, combine to bring a sense of space and openness to the centre of the village.

## **2.2.3 Amenities and Services**

Many amenities have been recently lost, including the surgery part of the health centre, paper shop, public toilets, building society, hardware shop and pharmacy. The surgery and pharmacy have relocated to Willington. The local library has now been replaced by a once a month mobile library. There are four public houses, two of which bring considerable numbers of people into the village. The shops include a Post Office, butcher's shop, general store, a dentist, one hairdresser, and a beautician. There are also three food takeaways, restaurants and a tearoom. The Village Hall provides a centre for a number of services e.g. consultations; voting etc., but it urgently requires replacing.

The village has a number of educational establishments; two nurseries, a primary school, a private preparatory school and Repton public school. The primary school takes a significant number of pupils from outside the village, and the two nurseries, the private school and Repton school take the majority of children from outside the village. The Health Centre acts as a centre for health care teams and provides no direct health care for the village.

There have been several problems with sewage pipes, as some of them are now very old. These are part of a system which includes a pumping station by Brook End Farm.

Work has been done on flood prevention, but with the Brook running through the centre of the village and through private property, there is the possibility of flooding. This has been experienced in recent years.

## **2.2.4 Leisure and Employment**

### **Community and Leisure**

The Village Hall is a well-used venue for local organisations, such as the Repton Village Society, and for private functions, as is The Den. Another significant social venue is the Royal British Legion, which hosts a range of activities. The Parish and United Reformed Churches

have the usual associated clubs and classes, which together with the local sporting clubs and allotments, provide opportunities for villagers to meet. In Repton, all ages of the community were provided for; starting with the mother and toddler groups, scouting and guiding, Repton Casuals sports club and the W.I., through to the Evergreens. Some of these are gradually decreasing due to lack of volunteers and facilities. There are only limited social facilities specifically for the youth of the villages. However, Repton does have other amenities that are unusual in a village, including facilities for swimming, tennis and other sports. There is also a music subscription concert programme and choral society. All these are provided by the independent Repton School. Repton has a growing number of visitors interested in the village, its history and its surrounding countryside, particularly now it is adjacent to the National Forest.

## **Employment**

In recent years, the decline in village based industries, and in particular farming (now down to two working farms), has meant a massive reduction in locally based employment. Also, the number of shops in the village has greatly diminished as residents drive or are bussed to nearby supermarkets. The economy of Repton is that of a rural village, where most of the residents work in nearby towns and cities, but Repton School does employ a sizeable number of local teachers and support staff. The only other major local employer is Gibsons, who design, build and test racing car engines, but all their staff live outside the village. There are a number of builders, architects and other trades based in the village, who add to the village's economy.

## **2.2.5 Travel and Transport**

There are five road routes into the village and it is served by an hourly bus service during the day, which reduces in frequency in the evening and on Sunday. There is a mainline train station in the neighbouring village of Willington, about a mile and a quarter away, with seven trains per day, except on Sundays. Nottingham East Midlands Airport is situated approximately ten miles east of the village. There is an extensive network of footpaths, both within the village envelope and across the surrounding farmland.

Repton lies within two miles of the junction between the trunk routes, the A50 and A38. Adjacent to this junction is the Toyota car plant, at Burnaston. The proximity of these, and the location of the bridge over the Trent at Willington (the only one for five miles in either direction), have led to a substantial increase in road traffic in recent years.

Repton is a very old settlement and the street layout, with little or no off-street parking, does not easily accommodate the influx of high levels of traffic. Two particular issues are evident. The first is the narrowness of the High Street and Burton Road in the vicinity of The Cross. This leads to severe congestion at times of high traffic density. The situation is compounded here and in other areas of the village by the various school runs. The street layout around The Cross also affects pedestrians, due to the narrowness or absence of pavements, and crossings.

The other significant issue occurs on the outskirts of the village. The transition from open countryside to build-up area is not abrupt, leading to a tendency for speed limits to be exceeded.

The Trent Villager bus service runs to both Derby and Burton via the villages in between. The bus stops are located at Repton Cross, which is more than a mile from houses at the south-

eastern end of the village, and on Burton Road. There is also a free weekly bus, which is run by, and to, the Tesco supermarket in Ashby.

There is a perceived risk to cyclists from other vehicles on the causeway from Willington, where the traffic speeds tend to be higher and the road is relatively narrow, making overtaking difficult.

Repton is unusually well provided with footpaths both within the village environment and in the neighbouring farmland. These are extensively used, the accessibility encouraging people to walk from home. A network of hidden footpaths and 'jitties' criss-cross Repton and provide pleasant car-free links between different parts of the community.

## 2.3 Milton



Milton is a hamlet, established well over 1,000 years ago, totally separate community from Repton. It does not have the services and facilities found in Repton and therefore the planning policies affecting it are different.

The settlement lies in a shallow valley along the westerly side of its neighbouring brook. There are several gaps between buildings that are an important characteristic of the hamlet and give views to the countryside for residents and users of the many footpaths. There is no building on the ridges and skylines in the main core of the settlement, which is contained by two road junctions; to the North to Repton or Foremark and to the South to Mount Pleasant or Ticknall.

Two words feature prominently throughout the history of Milton; hamlet and farming. From the late 14<sup>th</sup> century onwards, there are records of various land/property transactions, including the purchase of the Foremark estate by the Franceys family in 1387, of which Milton was a small part. Subsequently the land passed to the Burdett and Harpur families and then finally to the



present owners, the Church Commissioners for England. The majority of the 80 houses in and around Milton are now privately owned.

### **2.3.1 Housing**

Milton has six prominent listed buildings, that are mostly Georgian. These are interspersed with smaller dwellings that add to the character of the area. Predominantly, the buildings in Milton follow a distinct building line, either being built directly to the rear of the pavement or having sandstone walls and hedges which keep the building line intact. Overall, there are about 30 new brick-built houses in the hamlet, however not all enhance the character of the area. The older distinctive buildings provide useful references for new designs of houses or in the restoration/extension of existing buildings. There have been a number of barn conversions, and these have been sympathetic to the village environment.

### **2.3.2 Environment**

All approaches to the hamlet are lined with mature trees, grass verges and hedges, and there is a pavement to Repton. As well as the many grass verges there are two distinctive open spaces, one at the junction with Mount Pleasant, known as the village green, which is planted with trees and bulbs, and the second opposite the village hall, known as “the Orchard”.

### **2.3.3 Amenities & Services**

Milton has a pub and a Village Hall, the latter having been upgraded, now provides an essential centre for meetings etc., and is used by groups wider than the village. There is a sewage pumping station on the outskirts of the village. Milton is dependent on Repton and neighbouring Willington for the majority of amenities and services.

### **2.3.4 Leisure and Employment**

#### **Community and Leisure**

The heart of Milton is based around the Village Hall and the Swan public house. The Village Hall supports a vibrant community and holds many functions throughout the year, organised and managed by a lively Village Committee. It is home to the local W.I., police consultations and other organisations. Residents worship in nearby churches such as St Wystan's, Repton or St Saviour's, Foremark. A mobile library used to call twice monthly but this has now ceased.

#### **Employment**

Milton is still farming based, with 2 working farms and 2 small holdings. There are 3 small businesses in the hamlet, but the majority of residents work in nearby villages, towns and cities. Despite this change, Milton retains a strong rural character.

### **2.3.5 Travel and Transport**

Milton has road links to Repton, Ticknall and Swarkestone bridge (via Foremarke). Traffic levels are high as the hamlet is used as a through route. There is no longer a public transport service in Milton. The majority of residents rely on their own transport or that of neighbours. This dependence upon the motor car brings with it the problem of car parking because many residents have no garage facilities and, of necessity, have to park in the main street.

There is a web of footpaths and bridle paths linking Milton across open fields with outlying farmsteads and settlements and with adjacent villages. These are used extensively by walkers, cyclists and horse riders, both residents and visitors.

## 3.0 Opportunities/Vision Statement



### Main Aims

- To ensure that the Parish of Repton continues to be a vibrant, pleasant, sustainable and safe place in which to live, with facilities that meet the needs and aspirations of the people who live and work there.
- To ensure that all development, as identified in the Local Plan, is provided in the right location and scale to be in sympathy with the area's rural aspect and heritage, respecting the area's character and environment.
- The preservation of the separate villages of Repton and Milton, so that the individual identity of each community is not lost.

### Additional Aims

- To view the parish as a whole.
- To preserve and enhance the landscape setting and internal historic character of the villages within the Parish, by minimising any negative visual impact of new development.
- To provide new housing which is high-quality in plan, size and materials, adapted to the expected results of climate change and suitable for the whole life needs of residents.

- To create lay-outs for new development in which groups of dwellings are arranged around open spaces interspersed with trees.
- To create a Parish that has minimum impact on the natural environment, promotes bio-diversity, encourages wildlife, works towards being carbon neutral and mitigates the expected effects of climate change.
- To sustain the vitality, health and safety of the community and to allow long-term residents the opportunity of remaining part of it.
- To contribute towards the emergence of a sustainable economy and to meet local employment needs.
- To reduce the need to use private motor vehicles, to encourage alternative means of travel and to ensure that circulation within the villages is appropriate and secure.
- To ensure integration of the various neighbourhood areas within the villages through appropriate pedestrian and cycle links.

## 4.0 Neighbourhood Plan Strategy



The Neighbourhood Plan seeks to ensure that development needed to sustain the Parish is well located and designed to respond to the distinctive local character.

Following a careful assessment of the evidence and responses from public consultation, the planning strategy is to focus well designed development to meet identified needs within the built up area of the parish, whilst protecting and enhancing the character of the villages and the attractive countryside beyond. Accordingly this plan defines built-up areas for Repton and Milton and describes acceptable development within the parish.

The Neighbourhood Plan recognises the important community networks in Repton and seeks to protect the social and economic hubs of the village centre and wider parish.

The emerging SDDC Local Plan (2016), attaches great weight to the protection and improvement of the urban and rural environment of South Derbyshire, the quality of life which residents and visitors enjoy, their amenity and the conservation of its natural and created resources.

This means precluding development which destroys, unacceptably damages or pollutes the environment. The Local Plan distinguishes clearly between the countryside and the built-up areas and aims to focus most development within the built up areas of the District. The Local Plan aims to protect and strongly resist inappropriate development within the countryside, particularly those areas of special qualities, such as the best and most versatile agricultural land, Areas of Outstanding Natural Beauty, Strategic and Local Gaps. The loss of wildlife habitats and corridors is also resisted, together with harm to heritage assets and their setting. The Local Plan aims to encourage high standards of design and sufficient infrastructure wherever new development is permitted.

No strategic employment or retail allocations are made in Repton in the SDDC Local Plan. The Local Plan contains a large number of detailed policies (comment on strategic policies). The Repton Parish Neighbourhood Plan is therefore considered to be in general conformity with the strategic policies of the adopted Local Plan.

The SDDC Local Plan Pt 1 defines housing allocations to achieve the housing requirement identified by central government. The Local Plan Pt 1 re-consultation allocates 124 houses to Repton, as a key service village. There is no allocation in Milton. The Local Plan Pt 2 seeks to allocate 600 houses to non-strategic sites. No houses have been allocated to The Parish of Repton at the time of writing.

In developing the Repton Parish Neighbourhood Plan, SDDC has taken an active role in advising and supporting the local Neighbourhood Plan team, sharing evidence and information and ensuring the Neighbourhood Plan fits with any relevant up-to-date evidence of strategic needs.



## 5.0 Policies for the Parish of Repton

### 5.1 Housing



#### Policy H1

**Repton and Milton village development area boundaries should be preserved and the conservation area observed** - We recognise the Local Plan suggestions to alter the boundaries slightly, which is being consulted on. These boundaries need to be formalised and then upheld for the full planning period. Therefore Repton should remain as a village and Milton a hamlet (rural village).

#### Justification:

The survey results make it clear that there is no support for any increase in size of the village envelopes. If this were to occur then the characteristics of the communities would be degraded. In addition there are significant concerns about the ability of the local infrastructure to cope with further development. It is clear that the residents both recognise and value the unique and different characteristics of the two communities and have no desire that they should merge.

#### Policy H2

**Development sites in Repton should be limited to less than 10 dwellings.** Infilling should be encouraged for up to 2 dwellings. Vacant or derelict property should also be preferentially re-developed. Applications for small residential developments on infill and redevelopment sites within the Parish will be supported, subject to proposals being well designed and meeting all relevant requirements set out in other policies in this plan, and where such development:

- fills a small, restricted gap in the continuity of existing frontage buildings or on other sites within the built-up area of the village where the site is closely surrounded by buildings.
- is not considered to be unneighbourly development that requires unsuitable access, reduces the privacy of adjoining properties or is inconsistent with the character of the locality
- meets the good design policies in this plan

Justification:

The arguments that relate to the size of the village envelope are also relevant here. Note that Repton has already contributed 124 new homes to Part 1 of the Local plan, but in fact 148 have been approved. The additional 24 are recognised in the proposed requirement for Part 2 but further large scale developments would negatively affect the community for the reasons outlined in policy H1.

### **Policy H3**

**Development in Milton shall be limited to in-filling and re-use of redundant building, in keeping with the locality.**

Justification:

It should be recognised that Milton is not a sustainable community, lacking facilities, and is therefore inappropriate for large-scale development.

### **Policy H4**

**Tenancy Mix; Proposals for development shall consider local housing need.** Where appropriate to the scale of development, the following considerations must be taken into account:

- Aging demographic and the need to provide housing for elderly people
- Affordable housing for starter homes and particularly to allow people with a strong connection to the parish to remain within the community. Housing to be allocated on a preferential basis to such people.

Justification:

The parish has an aging population that wishes to remain within the parish. This will only be possible with suitable housing and services. In addition there is a clear desire for younger people to have an opportunity to also remain in the parish, through the provision of affordable housing.

### **Policy H5**

**The Dales should be re-developed consistent with previous plans, enabling approximately 40 units for elderly people.** These should be prioritised for Repton residents, thus freeing up family homes for sale.

Justification:

There is statistical evidence that the parish has an aging population and accommodation to support that will be required. There is also evidence that having such accommodation is important to the residents of the parish.

### **Policy H6 – Fisher Close**

**The Fisher Close area is to be retained for sheltered accommodation for the elderly.**

Justification:

Similar arguments to those relating to The Dales apply. In addition the two areas should be considered in a holistic manner to provide comprehensive elderly provision with excellent access due to their central location within the village.

### **Policy H7**

**Identity and character are to be maintained in a manner consistent with the Village Design Statement.** Proposals for all forms of new development must plan positively for the achievement of high quality and innovative design, at the same time demonstrating they have sought to conserve local distinctiveness and the aesthetic qualities of traditional rural settlements and buildings found in the wider Parish.

Justification:

As described in detail in the Village Design Statement, Repton and Milton have a significant and attractive built environment, which is valued and should be preserved and enhanced. The survey shows strong support for these principles.

### **Policy H8**

**Each new house development must have parking for at least two vehicles**

Justification:

Parking is a significant issue for the communities. Recent examples of development where adequate parking has not been provided has cause substantial problems and such a situation should not be allowed to happen in the future.

These policies are important in order to safeguard the countryside from inappropriate development and to not overload existing infrastructure and community provision, but extend those where possible and appropriate. These policies should be taken in to account alongside the other policies in this plan to ensure a linked and joined up approach to villages, community and environmental development, not just housing.

## **5.2 Open Spaces/Environment**



## **Policy OS1**

**There is to be no building on designated Local Green Spaces.**

This includes those areas already shown on the Local Plan Part 1 Appendix D; i.e.

- The land adjacent to Milton Road, by Saxon Croft
- Mathew's Farm, between High Street and Pinfold Close
- The Crescent

The following are to be designated as Local Green Spaces:

- The arboretum on Pinfold Lane
- The land opposite the arboretum on Pinfold Lane
- The land adjacent to the brook near the United Reformed Church on Pinfold Lane
- The wooded area adjacent to the existing open space at Mathew's Farm, up to the plot containing a derelict bungalow
- Cinder Track off Milton Road
- The playing field off Mitre Drive
- The field adjacent to the playing field off Mitre Drive
- The wide verge opposite Milton Village Hall and the orchard adjacent to it

Justification:

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 of the parish. There is strong support for their retention and enhancement through the formal recognition of existing open spaces.

## **Policy OS2**

**Development which impinges on the skyline or which results in significant blocking of views of the historic centre of Repton, including St Wystan's church and The Cross, is not to be permitted.**

Justification:

The views both into and out of the villages are a significant and appreciated feature of the parish. They should be retained by avoiding inappropriate locations for new buildings resulting in unacceptable landscape impact.

## **Policy OS3**

**Hedgerows, trees and woodland should be retained, consistent with Local Plan Policy BNE8.**

Justification:

Hedgerows, trees and woodland throughout the parish visually enhance the countryside, as well as providing an important habitat for wildlife.

## 5.3 Amenities/Services



According to 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.

### **Policy AS1**

**Improved access to health care facilities, either through a better transport system or the provision of some services in Repton Parish.** 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.

#### Justification:

The population of the parish is aging yet there is no effective health care provision accessible within the parish. Most residents are forced to travel by car to access services.

### **Policy AS2**

**Adequate provision of pre-school and primary education within the Repton Parish.**

Additional school buildings will be permitted within their present site boundaries. Any significant loss of playing fields will need to be re-provided in an alternative location that is accessible to pupils on foot, but does not decrease the land space between Repton and Milton.

#### Justification:

Development within the parish is already expected to place a demand on existing schools. Outdoor facilities should be retained as enhancement to general education and health.

### **Policy AS3**

**Existing public land and roadsides should be improved by naturalistic planting of trees, shrubs and flowers** where they add to the character of the area, and tree planting should be encouraged where it will soften and help to integrate new developments.

Justification:

The natural environment is integral to the character of the parish. Enhancing it will encourage healthy activities such as walking. In addition, a more attractive appearance will assist in developing tourism.

#### **Policy AS4**

**Ensure the village halls in both Repton and Milton remain fit for purpose and can provide the community facilities needed.** Both village halls should be retained and enhanced as community assets. Future developments of the village hall buildings should aim to increase the provision for active use activities and sports.

Justification:

The village halls are key facilities that form the hub of the communities. They have a vital role to play in promoting social cohesion. In addition they allow sport and physical activities to be undertaken in doors, with associated health benefits, in line with strategic policies.

### **5.4 Community, Leisure and Employment**



#### **Policy CLE1**

**If housing developments of significant size occur then play equipment targeted at children must be provided.** Such play equipment must be sited to maximise usage by the whole community. Where the development of such facilities on site is not physically possible due to the size or configuration of the site, a financial contribution towards new provision or improvements to existing facilities elsewhere will be required.

Justification:



It is government policy to encourage healthy behaviours in children through physical activity. Appropriately sited play equipment allows this to happen without contributing to traffic problems.

### **Policy CLE2**

**Retail development including shops, pubs and food outlets will only be allowed where it can be demonstrated that parking adequate to usage has been provided.**

Justification:

Traffic and parking are major issues for the community. Recent developments have highlighted the negative effect successful businesses can have on the villages. There is strong local opinion that these lessons should be learnt when considering future retail developments.

### **Policy CLE3**

**Existing business premises should be retained.** A change of use to residential will only be considered if it can be shown that the current use is no longer viable. Any claim that the business is not viable should be supported by documentary evidence to show that the current use is no longer viable, alternative business uses have been seriously considered and adequately marketed for a continuous period of at least twelve months. Change of use to residential will not be allowed unless the following criteria can be met: the commercial premises or land in question has not been in active use for at least 12 months; and the commercial premises or land in question has no potential for either reoccupation or redevelopment for employment generating uses.

Justification:

Economic activity within the community enhances it by the local provision of services. Furthermore, local employment allows the possibility of reduced transport needs.

### **Policy CLE4**

**Small business use of existing buildings, including home working, will be permitted if there is no adverse affect on the neighbouring area.** This will specifically include the provision of adequate parking. In addition, to encourage home working, all new development must be served by a superfast Broadband connection installed on an open access basis, when available. All other new buildings should be served with this standard of connection when available, unless it can be demonstrated through consultation with Next Generation Access Network that this would not be possible, practical or economically viable - in which case the District or Parish Council may utilise Community Infrastructure Levy (CIL) monies or seek an equivalent developer contribution, toward off-site works that would enable those properties access to super-fast broadband, either via fibre-optic cable or wireless technology, in the future.

Justification:

Local employment is to be welcomed for the reasons sited above but this must be balanced against any effect on immediate neighbours.

### **Policy CLE5**

**No large-scale business development will be permitted** - i.e. businesses that have 10 or more employees or which cover more than 0.2 hectares.

Justification:

The rural nature of the parish makes such developments inappropriate. This view is strongly supported by evidence from the questionnaire.

## 5.5 Travel and Transport



### Policy T1

**Traffic Impact** - Developments both within and outside of the Parish should, through CIL or Section 106 agreements, be required to make significant contribution to assisting schemes that help reduce congestion within the Parish of Repton in time to meet the needs of the existing and new (local) population as the strategic sites envisaged by the Local Plan part 1 are developed.

Justification:

Traffic volumes have risen significantly in recent years, creating a major problem for the parish. Further developments will only exacerbate this situation. A number of survey comments suggest that it is the cumulative effects of development that have the largest impact on traffic flows within the Parish of Repton and that needs to be taken into account when considering further development both within the Parish of Repton and South Derbyshire.

### Policy T2

**Developers should take into account the concerns of the Parish of Repton when considering schemes that have the ability to impact traffic flows through the Parish.**

Planning applications for developments that do not take into account the impact of traffic on the surrounding road network particularly within the Parish of Repton should be turned down.

Justification:  
See above.

### **Policy T3**

**A 20mph speed limit should be introduced within the settlement boundaries of Repton and Milton.**

Justification:

A significant number of respondents to the survey sight speeding and dangerous driving as an issue. There is support for a lower speed limit to control this situation.

### **Policy T4**

**Parking provision for new developments – any new development, including expansion of a business, should include adequate off-street parking provision.**

Justification:

Parking is inadequate currently and has consistently featured as a major issue within Repton. Residents feel strongly measures should be taken to address this shortcoming. Within the Derbyshire Local Traffic Plan one of the Key Projects is “Managing on-street parking to keep traffic flowing”. In addition recent expansion of business activities have created significant parking problems. This situation should not be allowed to be repeated.

### **Policy T5**

**Parking** - To ensure that sufficient land is made available in order to enhance / improve parking facilities within Repton. Additional land should be made available to encourage off-road parking for both residents and visitors alike. Additional parking restrictions should be considered but alongside that any restrictions should be actively policed.

Justification:

As above.

### **Policy T6**

**To encourage the use of public transport an increase to the frequency, timing and routing of the existing bus service should be encouraged. As part of this, the use of smaller buses to provide greater public transport connectivity throughout the Parish of Repton and the administrative centres of Swadlincote, secondary school provision at Etwall and the Royal Derby Hospital should be considered.**

Justification:

The Local Plan part 1 clearly supports “Improve accessibility by sustainable transport modes”. A number of respondents suggested that the current bus service is not adequate in frequency or routing.

## Policy T7

**Opportunities should be taken to provide within the Parish of Repton “safe” cycling and walking routes where, as far as possible, cyclists / pedestrians are separated from vehicular traffic.** Any significant development either within the Parish of Repton or adjoining the Parish of Repton should include a scheme for provision of cycleways and a scheme for improvement of current routes to cater for cyclists and walkers alike. Cycleways and pathways within the Parish should be routed to connect with more established routes such as the National Forest Way and Cloud Trail. Support is given for a cycle path to Willington.

### Justification:

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 survey wish to encourage cycling and walking as safe options.

## Policy T8

**As part of the overall Transport Strategy for Derbyshire, and before strategic developments (for example the proposed railhead at Etwall) are granted planning permission, a scheme to alleviate the traffic problems generated by the growth of South Derbyshire, both from a housing and business perspective should be implemented.** Into this category comes a by-pass for Repton and or additional Trent River crossing.

### Justification:

It is clear that it is not just development within the parish that is placing a significant burden on the existing road network. This is supported by traffic survey data from Repton and resident’s own experience. The layout of the ancient centre makes it hard to imagine a way to increase capacity on the relatively narrow roads. The river crossings tend to dictate traffic flows in this part of the district. If traffic volumes in South Derbyshire are to rise then strategic solutions are required, consistent with Local Plan Part 1.



## 6.0 Monitoring and Review

Evidence Base

Monitoring Indicators

Conformity with Basic Conditions



## **7.0 Appendices**

- **Appendix 1 – Detailed justification for policies**
- **Appendix 2 – Survey questionnaire and responses**
- **Appendix 3 – Consultation statement – how the neighbourhood development plan was produced**
- **Appendix 4 – Historical assets register**
- **Appendix 5 – Village Design Statement**
- **References**

# Appendix 1 – Detailed Justification of Draft Policies

This section describes the reasoning behind the policies. It should be noted that much of the background structure for the policies has come from other planning documents, in particular the South Derbyshire District Council Local Plan [XXXX] and the National Planning Policy Framework [YYYY]. The other main sources of evidence are the parish survey conducted in 2016 [ZZZZ] and the Village Design Statement [UUUUU].

The following sections are presented in the same order of the policies described above. The references in brackets {XX} refer to responses to particular questions from the 2016 survey [UUUU].

## A1 .1 Housing

### Summary

The survey showed that most people do not see a requirement for any new houses in the Parish of Repton and Milton. 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.

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

These are outlined here, substantiated by the evidence from the questionnaire [YYY]. Policies which emerge from these answers are then suggested, which aim to both achieve development and avoid or mitigate the dangers of these arguments.

### Requirements for Housing and Village Boundaries

The first question {H-1} posed in the housing section of the questionnaire concerned developments of 10 or more houses. This suggestion is strongly disagreed with. In fact in 47 questionnaires there were further comments saying that no more houses were required.

QUOTES

There was an even stronger feeling about this (+8% difference) in Milton compared with Repton. 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 linked to boundary issues (land large enough for larger developments does not exist within the village boundaries) and there was a strong feeling that:

- The green belt between Milton and Repton should be preserved and the villages kept separate from one another {H-2 & O-1}.
- Village boundaries should be maintained and footpaths preserved

However, within this framework there were positive suggestions about where and how to achieve development. The questionnaire led on to ask questions about location, type, style and mix of any new build housing. This stimulated some challenge for several respondents who saw being required to ask what *type* of housing they wanted as being redundant given that their answer to Question 1 was that they did not want *any* further housing. Most respondents continued to make positive suggestions to shape future development.

In order to achieve new development and meet the Repton/Milton Parish commitments in the Local Plan there was a strong feeling expressed in the comments that brown belt and updating/replacement or modernization of current building should be developed first before the villages are required to accept new build on greenfield land. These comments referred to opportunities inside and outside the Parish.

Within the Parish, there was a strong feeling that The Dales should be re-developed for elderly care {H-4}. This is consistent with widespread recognition that the population is aging and there is an increasing requirement for provision for older people, many of whom do not want to leave their home Parish.

Also there was much positive support for the area around Fisher Close remaining allocated for sheltered housing {H-5}. The age demographic and membership of clubs for the elderly in the Parish suggest that there are many people who may rather move into specific provision homes for the elderly and free up their existing family housing stock in the village for sale than remain in houses they struggle to maintain and feel safe in. 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 we suggest should be regarded as new development.

If there is new development, this should also have provision specifically for older people. This makes sense with the demographic of the villages {H-3}.

### **Development Concerns**

It was broadly recognized that there is insufficient infrastructure for new developments. The list of factors in the comments includes

- road width
- traffic congestion
- parking
- damage to roads from HGVs
- drains and sewerage pressure (current)
- lack of school places
- lack of other facilities eg doctors

While these aspects were surveyed later in the questionnaire (Section 3, Amenities and Services), it was telling that people chose to comment heavily within the Housing Section about these issues. **QUOTES**

Parking provision is currently already inadequate. Q4 from Section 5 -Travel & Transport identifies that 70% of respondents, strongly disagree that the parking provision is adequate now {T-4}. Any new housing may exacerbate this issue. The Clayfields development has already increased the on-road parking on Milton road causing traffic flow issues.



Beyond parking, traffic is also a concern. Repton and Milton are commuter villages and new homes generally bring more than one new car / commuter, bringing increased traffic entering and leaving the village. To afford the mortgage level of the village new homes, often requires two earners and therefore often at least two cars. As rural villages, people are not working and living in the community and are not able to travel easily by public transport to work. We witness traffic issues daily.

Infrastructure and traffic concerns, combined with the increased impact of more commuters lead us to suggest that other brown field sites, closer to public transport infrastructure (eg rail) for



example in Derby, Swadlincote, Burton on Trent are more appropriate than greenfield development of the countryside around the villages.

If there are to be new developments then, residents suggest areas and types of development that contribute less to such issues. For example, (NUMBER) suggested Burton Road as a preferred development location. This keeps traffic and parking away from both Repton and Milton village centers and the road is wider than the lanes around the villages.

While there were different views about which specific areas were appropriate for development, the following are typical comments. “within the village boundaries, the land by Hill-Top Farm, Burton Road; the land between Mitre House and Chestnut Way; The land on Pinfold Lane/Mount Pleasant should be developed before the village envelope is extended”.

Later in this Neighborhood Plan we have provided a consolidated list and map of suggestions of development opportunities.

### **Type, Style & Mix of Development**

Where there is to be further development, 90% of people felt either strongly or very strongly that the character of the villages should be reflected {H-9}.

Particular mention was made in the comments of

- Stone walls in Milton
- the skyline (including church spire) so no three store developments
- range and variety of buildings (size, style)
- buildings of architectural merit

High environmental standards and good design and quality materials were also important {H-8 & H-10}. While these are subjective judgements and solicited different views the comments, some guidelines can be drawn into policy suggestions. In particular the maintenance of the skyline and the encouragement of wildlife by not building solid fences and buildings of architectural merit were key design features important to residents.

In terms of affordable homes, the data showed general support {H-6} and 8 responses commented on this (of 353 comments). There was also support for such houses to be preferentially allocated to those with a connection to the parish {H-7}.

This is probably contextualized by the answers to {H-11} where it was clear, for reasons outlined above, that people were keen that any new homes contributed positively to the mix of properties in the village. It was also recognized widely that development required contributions to play areas, village hall / community development, school places, play areas and facilities for young people and improved medical and shopping facilities.

There are currently three main community focus areas the Dales, the Village Hall and the Mitre Den and play park. Given that two out of three of these (Dales and Village Hall) are already earmarked for re-development this is an ideal time to shape Repton for the a mutually beneficial future the residents and the Local Plans would like to achieve.

One final note, given the strength of response and comment to question {H-1}, all the comments about type, mix, materials, design of new build homes should be read in the context of no new larger (10 homes or more) developments.

When we remind ourselves of the likes and dislikes expressed by residents, (See Pie charts [XX]) we see that while people may use different phrases, the key reasons people choose to live here and invest in the community are:

- 1 Countryside / Greenspace
- 2 Good Community / spirit
- 3 History / Architecture

New development should not only reflect, but enhance these.

Similarly, the dislikes show us concerns around traffic / parking, infrastructure and loss rural setting are key issues already for residents. Any development must be carefully selected to ensure we do not make these factors worse. There is already concern expressed in the dislikes that we are losing our rural setting and the new developments already constructed appear high in the dislikes chart. It is also important to note that the Village Hall area or the Dales should NOT be used for general housing development.

Our policy suggestions aim to build on the positives and mitigate the negatives where possible, whilst accommodating appropriate development.

These policies are important in order to safeguard the countryside from inappropriate development and to not overload existing infrastructure and community provision, but extend where possible and appropriate. The policy BNE5 should be more specific with regard to approvals for rural activities which should be included in Policy BNE5. These policies should be taken in to account alongside the other policies in this plan to ensure a linked and joined up approach to village, community and environmental development, not just housing.

## **A1.2 OPEN SPACES**

Open spaces are cherished areas which enhance the build environment of the parish. They provide areas for recreation as well as adding to the visual appeal of the parish. There is strong support for their retention and enhancement. The views both into and out of the villages are a significant and appreciated feature of the parish. They should be retained by avoiding inappropriate locations for new buildings. 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.

In a similar manner to the section on housing, the policies have been heavily guided by the responses to the questionnaire.

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 {O-1 & O-2}, as well as the retention and enhancement of existing open spaces {O-3 & O-4}. It is also noteworthy that this theme features very prominently in the ‘likes’ section of the questionnaire. In addition to this, the rural appearance should be enhanced through further planting of trees {O-5}. Wildlife is important to many, with the retention of habitats also seen as important {O-6}.

The policy to extend Mathews Farm is consistent with the evidence. This will make an already valuable open space even more valuable and offer significantly greater potential for public amenity. It is amazing that such a key location near the centre of the village should have lasted to the present day potentially a wonderful public amenity resource. An ideal location for public access and the much-needed children’s play facilities noted as a requirement in the Sports policy document. It is already traversed by two foot paths – one much used and the other capable of much improvement to enhance use and public benefit. It may take time for the whole area to come into public use but the potential is too great to be allowed to be lost. And in the

interim there is significant public benefit in preserving its present public amenity by extending its scope {O-3 & O-4 & O-6}.

The addition of other open spaces follows similar justifications. Specifically, the Mitre fields – one including the play equipment, Scout/Guide Den and bowling green - and the other the adjacent Mitre Field owned by Repton School and used as a playing field by St Wystan’s School (both to the NE of Chestnut Way and both accessed from Mitre Drive by car). These are significant spaces with two footpaths - a) running through between middle of the two fields from Mitre Drive to Chestnut Way and b) adjacent to the SE of the field running from Chestnut Way along the edge of the SE field on one side and on the other the back of the Lutyens house and onto the Pastures.

In Milton the orchard and wide verge where 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.

### **A1.3 Amenities/Services**

According to 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.

#### **Policies – supporting statements.**

- **Health care provision:**

- A Repton Health Centre is misnamed as it provides no localised health care but is the administrative centre for the provision for ‘Community Therapy Service’ ‘Intermediate Care Services’, ‘Community Podiatry’, and ‘Continence’. The medical services and the chemist are in Willington, a mile away, with a limited bus service and a dangerous cycling and pedestrian route. Car or taxi is the only effective means of access for those who are in need of health care. The population of Repton Parish is .....
- B The age profile of Repton Parish shows a high proportion of elderly residents who will require access to Doctors and the chemist. The number of new homes being built in both Willington and Repton will increase the pressure on the Surgery in Willington.
- C A number of comments from the survey both query the use of Repton Health Centre and site the lack of access to health provision. ‘Need doctors and a chemist in Repton’; ‘Not actually sure of the services that the Health Centre provides.’; Repton Health Centre appears to offer no supplement to this village over what Willington doctors surgery provides.’; ‘Health care facilities not adequate for elderly or new development.’; ‘Better use of Repton Health Centre. Doctor available at least 2-3 days each week. Chiropody practice opened.’

#### **2 Schooling:**

- A Repton pre-school has closed and Repton Primary School is already very full, and with limited grounds for expansion. With the number of new houses in Repton, this will put increased pressure on the facilities there.
- B Pre-school provision is now in Willington a mile away, with a limited bus service and a dangerous cycling and pedestrian route. Car or taxi is the only access, increasing traffic on an already overcrowded route.
- C Profile of residents ages – fewer actually using school facilities.  
Comments from the survey all conveyed concern over access to early education. ‘While the existing primary school is excellent it is crowded with large class size.’; ‘The primary school will not cope with all the extra children envisaged in the suggested developments.’; ‘The primary school is already full to bursting and cannot cater for anymore pupils without seriously impacting on educational achievement.’; ‘The pre-school was closed in July 2015. I now have to drive to Willington to access a pre-school for our twins. The primary school was recently scored a ‘3’ by OFSTED – very disappointing. They also have class sizes which are too large for KS2.’; ‘No current Repton pre-school. It should be on site with the primary school to encourage a smooth transition. Very disappointing at present.’

### **3 Housing need considering resident requirements:**

- A The age profile of Repton Parish shows a high proportion of elderly residents who will require appropriate housing.
- B 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.
- C The Dales that provided care facilities for the elderly has closed in Repton, with care facilities now in Swadlincote. The flats at Fisher Close are not suitable for elderly residents. People who have lived in Repton for many years are having to leave the area because of a lack of facilities. Repton residents voiced their concern over the closure of the Dales, and the fact that it has remained empty, for some time. They wish to see provision for the elderly return to that site. ‘Facilities for the elderly – the Dales has closed. I don’t know of any other services for the elderly.’; ‘The Dales should be re-opened or developed as sheltered accommodation.’; ‘Elderly accommodation badly required to free up family homes.’; ‘Facilities for the elderly – what about the Dales closure, never replaced as promised.’;

### **4 Visual appearance of green spaces:**

- A Trees, woodland and hedgerows contribute positively to the character and amenity of an area supporting both biodiversity and health and well being. Attractive surroundings encourage walking which in turn supports ‘Healthier South Derbyshire’
- B 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.

- C Comments included 'More floral planting underneath the 'Welcome to Repton' signs.'; 'Trees should be planted on all verges including Milton Road.'; 'Encourage the villages in Bloom Competition and best kept village scheme.';

## **5 Village halls:**

- A 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 some will need to be developed or improved. One aspect is an indoor community facility for informal sport and physical activity, and local community events. Repton village hall needs to be redeveloped to provide these amenities.
- B 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.
- C Both village halls could support 'Healthier South Derbyshire' and enable members of the community to be physically active every day.
- D Comments from the questionnaire all support a new village hall in Repton:-  
'The village should have a hall that it is proud of so that all ages and disabilities could create a community to be proud of.'; 'require the provision of a modern solid village hall. I have lived in this village for 10 years in that time we have never had anything we could be proud of.'; The village hall needs to be replaced by a new building on the same site.'; there should be facilities for the youth of the village, such as table tennis ....and other games that will keep the youth occupied.'

## **6 Energy efficiency:**

- A Comments were mixed as to the form of renewable energy that would be most acceptable but were slanted towards 'Visual impact of any renewable energy provision needs careful planning'.
- B The Government target in the reduction of greenhouse gases can only be reached if new planning takes the importance of renewable energy sources into consideration.

Design in Health & Wellbeing                      Simon Stevens Head of NHS England  
'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'

## **A1.4 Community Leisure and Employment**

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 some will need to be developed or improved. One aspect is an indoor community facility for informal sport and physical activity, and 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. Infrastructure 9.3 points out that 'The provision of adequate leisure, community and cultural infrastructure is essential to the creation of sustainable communities.'

It is government policy to encourage healthy behaviours in children through physical activity. Appropriately sited play equipment allows this to happen without contributing to traffic problems. At present the play facilities are not within easy access of the majority of the housing. There should be 'choice of areas for play'. (Key Service Village). This aspect of the village was highlighted by the children at Repton Primary School where leisure facilities and open spaces were of major importance. SDDC report on.....(Leisure & Open Spaces)

Traffic and parking are major issues for the community. Recent developments have highlighted the negative effect successful businesses can have on the villages. There is strong local opinion that these lessons should be learnt when considering future retail developments. Economic activity within the community enhances it by the local provision of services. Furthermore, local employment allows the possibility of reduced transport needs. Local employment is to be welcomed for the reasons sited above but this must be balanced against any effect on immediate neighbours. The rural nature of the parish makes business developments inappropriate. But home working could be encouraged, and supported by appropriate broadband provisions.

This view is strongly supported by evidence from the questionnaire:

- Sports facilities – generally considered adequate (some desire to use Repton school facilities more) but note indoor facilities, in particular village halls, are an opportunity
- Play areas – would like more local to where housing is – on eastern side of village and Milton
- Land should be allocated to a play area when it becomes available.....
- Village halls – should be retained and enhanced, support for tax being used to pay for this. Suggestion of relocation to Dales site but is this realistic?
- Youth facilities – generally adequate
- Older people facilities – generally adequate
- Shops – support for more retail but only if parking is addressed
- Pubs/food outlets – important but adequate
- Small businesses – support for small businesses and home working but only if parking is addressed. Suggestions of a central retail hub. Support for internet improvements to encourage this
- No support for large businesses/significant new building
- Tourism should be encouraged
- Several comments on buses and transport issues. Some support for enhanced bus services – more frequent and going to more destinations - Leave to transport section

## A1.5 Travel and Transport

As part of the process of preparing this section of the Plan, the following Strategic Documents have been 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.
- National Planning Policy Framework (NPPF).
- 

### Introduction

The NDP questionnaire asked specific questions related to Travel and Transport. A summary of the responses is included in Appendix XXXX.

Respondents to the survey expressed strong concern about traffic and transport issues, highlighting in particular the problems of congestion, speeding, dangers caused by on-street parking, the impact of traffic through narrow streets and rural roads, risks to pedestrians and cyclist safety.

A number of the respondents provided additional comments. The NDP Working Group has considered all of those comments and have collated those most commonly expressed. The NDP Working Group have also taken note of the less commonly expressed comments. A summary of the comments made are included in Appendix ????. The comments most commonly raised related to Travel and Transport, fall into the following categories:-

- Congestion.
- Speeding.
- Parking.
- Improved bus services.
- Cycle /walkway to Willington better / more cycle ways.
- By-pass / New Trent Crossing
- Additional road crossing points

Congestion, Speeding and Parking also feature heavily in the “likes” / “dislikes” section of the NDP Questionnaire. A summary of the “likes and dislikes” are included in Appendix XXXX

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. 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.

The Derbyshire Local Transport Plan identifies Swarkestone Bridge and causeway as a problem, with a Scheduled Ancient Monument carrying a principal road on an alignment not suited to the volume or mix of traffic using it. A limited investigation showed that feasible alternative routes would cost between £15m and £20m. This solution is identified as having potential for appraisal as a County Council sponsored scheme.

The Local Plan Part 1 and Part 2 envisage an increase in residential development both within and in areas that surround the Parish. Many of the residents of these developments will use the Parish of Repton as a “through route” to the main trunk roads (A38 & A50) and to the main commercial and employment centres. The situation in some parts of the Parish at peak hours is



intolerable according to many of the respondents and in the lifetime of this plan has the potential to become much worse.

Traffic volumes have risen significantly in recent years, creating a major problem for the parish. Further developments will only exacerbate this situation. A number of survey comments suggest that it is the cumulative effects of development that have the largest impact on traffic flows within the Parish of Repton and that needs to be taken into account when considering further development both within the Parish of Repton and South Derbyshire.

A significant number of respondents to the survey sight speeding and dangerous driving as an issue. There is support for a lower speed limit to control this situation.

Parking is inadequate currently and has consistently featured as a major issue within Repton. Residents feel strongly measures should be taken to address this shortcoming. Within the Derbyshire Local Traffic Plan one of the Key Projects is “Managing on-street parking to keep traffic flowing”. In addition recent expansion of business activities have created significant parking problems. This situation should not be allowed to be repeated.

### **Traffic Congestion**

Within the Derbyshire County Council Local Traffic Plan one of the Key Projects is “Managing on-street parking to keep traffic flowing”.

Congestion is a big issue within the Parish of Repton and concern has been expressed by a large number of respondents, who consider that the volume of cars and congestion has reached a point where it is having a major impact on the quality of life for the residents of the Parish of Repton and in addition is causing major delays to through traffic.

The Introduction to Section 9 of the Local Plan part 1 contains some objectives relevant to the Parish of Repton as follows:

- The scale of new development proposed in the Local Plan necessitates improvements to local physical, social or green infrastructure. Previous consultations on the Plan have consistently highlighted local concern about the capacity of the local infrastructure to accommodate large scale growth. The main concerns raised tend to reflect the effect new development will have on an already stretched road network.
- As strategic sites are developed for housing the necessary infrastructure needs to be in place in time to meet the needs of the existing and new (local) population. The necessary infrastructure requirements resulting from the development of the strategic sites identified in the Local Plan will be identified, costed, sources of funding identified and timetabled to fit with the development of the strategic site itself.

There is strong evidence from the questionnaires and associated comments that the respondents do not believe that the required infrastructure is currently in place (therefore has not been provided in time) to support housing that is currently “in planning” or recently constructed let alone the housing requirement envisaged by the Local Plan part 1 and that improvements are urgently required to meet the needs of the existing (local) population.

### **Speeding**

Interestingly the respondents that have the major concerns over congestion are less concerned over speeding issues. However, a large and significant number of respondents expressed concerns over traffic speeds within the Parish.

The Parish Council have on many occasions considered the issues of speeding within the Parish and are in favour of reducing the volume of speeding traffic but have never reached a conclusion as to how that can be sensibly or cost effectively achieved. A number of respondents were concerned as to whether additional restrictions could be adequately policed in a way sufficient to provide an effective deterrent. However, respondents to the survey were generally in favour of imposing a 20mph speed limit in Repton and Milton but some respondents suggested that as the current 30mph speed is not generally observed or policed reducing the speed limit to 20mph is a largely pointless exercise.

It was also evident largely through comments that a number of respondents considered that on-road parking actively discourages speeding but does not deter reckless driving.

Additional and effective traffic calming measures were proposed by some respondents.

However, additional “pinch points” are unlikely to prove popular with those respondents whose principal concern was congestion.

Policy

## **Parking**

Within the Derbyshire Local Traffic Plan one of the Key Projects is “Managing on-street parking to keep traffic flowing”. Parking is a big issue within the Parish of Repton.

Levels of vehicle ownership in the Parish are high and well above? Local and national averages reflecting both our rural location and limited availability of public transport. The 2011 Census shows that in the Parish of Repton ??% of households have two or more vehicles and only ??% have no vehicle at all. The NDP takes into account these factors and seeks to ensure that new development does not add to the current levels of congestion caused by on-road parking. Our objective is to not make parking a problem but hopefully improve it.

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.

Of most concern to respondents related to parking was Business operations that expand and place additional burdens onto the local infrastructure.

Other points raised included:

- Residents parking schemes.
- Increased parking restrictions

Some respondents suggested that any residents parking scheme should be “free”, however, most schemes incur fees and in addition would impose a limit on the number of permits / household.

Parking restrictions (such as double yellow lines – marked parking bays) could help the situation but are not universally popular. The Parish Council have on a number of occasions investigated additional restrictions and residents parking schemes and whilst there has been some support from the residents directly affected general support has not been forthcoming.

## **Bus Services**

Objective 5 of the Local Plan part 1 – Repton Area states clearly the following “Improve accessibility by sustainable transport modes”. A number of respondents suggested that a bus service once an hour during day-time to Burton and Derby was not sufficient and that a half-hourly service should be considered particularly during peak hours. A number of respondents also thought that an early evening service of once every two hours was not sufficient and that

this service should be increased to hourly. Some respondents suggested that the switch from hourly to two-hourly took place too early in the evening.

Some respondents recognised that there was a “late” bus from Derby to Willington that unfortunately did not route as far as Repton.

A number, but not a large proportion, of respondents thought that services should be provided to connect Repton to the administrative centre for South Derbyshire (Swadlincote), Main Secondary school location (Etwall) and The Royal Derby Hospital.

The responses to the specific question in the NDP survey about a bus service to Milton were not positive, however, a number of respondents suggested additional bus stopping points around the village of Repton and some suggested that if a more regular mini-bus type service was used that Milton could also be included.

### **Footpath and CyclePath provision.**

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 survey wish to encourage cycling and walking as safe options. Many of the respondents were of the opinion that cycling around the Parish of Repton was dangerous 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 plans main objectives is to improve highway safety and minimise conflict between road traffic, cyclists and pedestrians.

As can be demonstrated by the support within the NDP survey for a cycleway to Willington many respondents would like to see the provision of additional cycle-ways and footpaths within the Parish of Repton. However, many respondents thought that whilst desirable a combined cycle / walkway to Willington would not be possible due to cost implications.

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.

### **Bypass / New River Crossing**

The Local Plan Part 1 and Part 2 envisage an increase in residential development both within and in areas that surround the Parish. Many of the residents of these developments will use the Parish of Repton as a “through route” to the main trunk roads (A38 & A50) and to the main commercial and employment centres. The situation in some parts of the Parish at peak hours is intolerable according to many of the respondents and in the lifetime of this plan has the potential to become much worse.

The Local Plan Part 1. Policy BNL1 – Design Excellence – Cross Boundary Collaboration confirms the following: “New areas of growth that span administrative, land ownership, developer parcel or phase boundaries shall be considered as a whole through a collaborative approach”. The respondents to the survey allied to their comments suggest that this policy, is not currently delivering although it fair to point out that at the time of our survey, Part 1 of the Local Plan had not been adopted.

By far the largest volume of respondents who made additional comments related to Travel and Transport favoured a By-Pass for Repton or on a Parish wide basis the provision of a further crossing over the River Trent to provide access from the Swadlincote area towards the major employment centre of Derby and the A38 / A50 corridors.

Not all respondents where a By-Pass or an additional River Crossing was mentioned necessarily connected the two but it seems inconceivable to consider them separately give the magnitude of cost to provide either or both.

It is evident that as South Derbyshire continues to develop with both residential and commercial development as is envisaged and evidenced by the Local Plan then the predominantly rural routes that pass through the Parish of Repton will become even more congested than they currently are. These roads were not constructed to cater for even the current volume of vehicular use.

**Additional road crossing points**

A number of respondents made comment on the need for additional road crossing points principally on High Street Repton. This appears to be as a direct result of increasing traffic flows and at peak times almost continuous traffic flows.

## Appendix 2 – Survey questionnaire and responses

The survey took place in October 2015. All households received a copy.

### Questionnaire

#### REPTON PARISH NEIGHBOURHOOD DEVELOPMENT PLAN QUESTIONNAIRE

### YOUR OPINION COUNTS

Individuals of all ages are encouraged to use this form to have their say and so make a difference. In particular everyone living within the parish area is encouraged to fill in a form for themselves (completion is not restricted to one per household). It can also be filled in online and additional paper copies and further information obtained via the website at [www.reptonvillage.org.uk](http://www.reptonvillage.org.uk).

The Neighbourhood Plan will set out where new development will go, what kind of development it will be, and what sort of business, social and leisure facilities are needed to make your parish (Repton and Milton) a better place to live and work. The following points summarise what is involved

- Neighbourhood Planning is your opportunity to shape development in your area
- It provides the community the opportunity to say “this is what I want/don’t want in my back yard”
- It is a legal document to increase local influence over local matters; legal right established under Localism Act 2011
- The neighbourhood development plan sets out policies to direct development and land use and, if adopted, it becomes an important consideration for all planning applications
- Adoption requires demonstrated support from local community and conformance with planning policies and guidance including the South Derbyshire Local Plan
- The Neighbourhood Development Plan provides a great opportunity for you to have more influence on how the area where you live and work will change over time
- Your local knowledge and views of what needs to be protected and what needs to change can really make a difference

Before any planning proposals are made the Parish Council wants to find out what the local community thinks about the Parish. To do this the Parish Council wants to hear from as wide a range of local people as possible - residents, businesses, shoppers, young people, older people, community groups, service providers, and other stakeholders.

***Can you please spend a few minutes answering the questions to make sure you have your say in the future of the Repton Parish? This is the first stage in the process and there will be further opportunities to comment on the plan. Note, the information you provide will be kept securely and the information related to your identity is optional.***

1 Each of the following sections are to describe how you feel about issues in your parish - please tick one box in each row:

<b>Housing</b>					
	Strongly disagree (1)	(2)	(3)	(4)	Strongly agree (5)
<p><b>There should be developments of 10 or more houses in Repton or Milton in addition to those already planned</b></p> <p><i>SDDC current draft Local Plan contains provision for 100 new houses between Milton Road and Mount Pleasant. Since that draft plan was prepared SDDC has given permission for 148 houses in that location, some of which have already been built.</i></p>					
<b>New houses should be contained within the existing boundaries of the villages (in-filling)</b>					
<b>Any significant new housing should have provision specifically for older people</b>					
<b>The Dales area in Askew Grove should be re-developed for elderly care</b>					
<b>The Fisher Close area off Askew Grove should remain allocated for sheltered housing</b>					
<b>Any significant new housing should have provision for starter homes or lower cost homes</b>					
<b>New starter or lower cost homes should preferentially be allocated for those with a strong connection to the parish</b>					
<b>Good design and high quality materials can make the difference between an acceptable and an unacceptable development</b>					
<b>Local details, materials and the character of Repton or Milton should be reflected in any new development.</b>					

<b>New homes should conform to very high environmental standards (Eco-homes)</b>					
<b>Any development with several new homes should be a mixture (houses of various sizes, flats, bungalows, sheltered accommodation)</b>					
<b>Other – please add comments, for example preferred locations of any required new developments</b>					

<b>Open spaces/Environment</b>					
	<b>Strongly disagree (1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>	<b>Strongly agree (5)</b>
<b>The separation between Repton and Milton should be preserved</b>					
<b>Development which impinges on the skyline should be discouraged</b>					
<b>Open spaces within the villages should be retained and, if possible, developed for community use, should the opportunity arise (e.g. Mathew’s Farm, Crescent, Cinder Track, Pinfold Lane by bridge, arboretum, verge and orchard opposite Milton village hall)</b>					
<b>Opportunities should be taken to increase open spaces within the villages</b>					
<b>Tree planting on verges should be encouraged</b>					
<b>Wildlife should be encouraged (retention of open spaces, hedgerows etc.)</b>					

**Other – please add comments, for example are there any views, places or buildings you believe are important to protect**

--

### **Amenities/Services**

	Strongly disagree (1)	(2)	(3)	(4)	Strongly agree (5)
<b>Existing healthcare facilities are adequate for the planned size of the community</b>					
<b>Repton health centre provides an adequate supplement to Willington doctor's surgery</b>					
<b>There are enough facilities for the elderly (if not, suggest extra ones)</b>					
<b>There are enough facilities for the young (if not, suggest extra ones)</b>					
<b>Pre-school provision is sufficient</b>					
<b>Primary age schooling is sufficient</b>					
<b>Renewable energy generation should be encouraged (e.g. wind farms, solar panel arrays on houses or in fields, biomass generators – or comment how may this best be achieved if you wish to see this)</b>					
<b>The villages should be visually enhanced, for example by the use of floral planting</b>					
<b>Other – please add comments</b>					



## Community, Leisure and Employment

	Strongly disagree (1)	(2)	(3)	(4)	Strongly agree (5)
The parish has enough sports facilities					
The parish has enough play areas for children					
Locations for clubs to meet are sufficient					
Repton village hall should be retained and enhanced					
Milton village hall should be retained and enhanced					
There are enough clubs and societies to meet the needs of young people					
There are enough clubs and societies to meet the needs of older people					
Food and drink provision is important and appropriate (pubs, take-aways etc.)					
Tourism should be encouraged					
Small business developments should be encouraged					
New business development sites should be provided – please specify details in comments below					
Home working should be encouraged through enhanced internet speed – please specify in comments below any other enabling factors					
It is reasonable to increase the Parish Council provision within council tax to pay for enhanced facilities or to retain them, for example to avoid closure of village halls					

<b>Other – please add comments</b>	
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### Travel and Transport

	Strongly disagree (1)	(2)	(3)	(4)	Strongly agree (5)
<b>The bus service to Repton is sufficient – if not please comment below on how it can be improved</b>					
<b>A bus service should be provided to Milton</b>					
<b>New or expanded business or retail provision should have corresponding extra off street parking</b>					
<b>Existing parking provision is adequate – if not please specify below how it can be improved</b>					
<b>Traffic levels are rising beyond what the present parish road network can sustain – please suggest below what could be done to improve the situation</b>					
<b>The parish should request a 20mph speed limit in Repton and Milton</b>					
<b>New transport developments should have cycle and footpath provision , for example at the side of roads</b>					
<b>Opportunities should be taken to increase footpath and cycle-path provision</b>					
<b>Safe cycling and walking routes should be provide to schools and school bus pick up points</b>					
<b>A cycle path should be provided to Willington</b>					
<b>The parish should lobby for controlled increase in traffic, either by control of development (rail head, quarrying etc.) or via a bypass</b>					

**Other – please add comments**

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Any other comments:

**Overview – What do you like or dislike about living in the parish? Please identify up to five issues for each**

	Like
1	
2	
3	
4	
5	
	Dislike
1	
2	
3	
4	
5	

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## About You - Optional

### 2 Where do you live

Repton

Milton

Other

### 3 Gender

Male

Female

### 4 Age range

<18

18-24

25-35

35-44

25-35

35-44

45-55

55-64

65-75

74-85

>85

### 5 What is your connection with the Parish?

Live

Work

Business

Landowner

Other

### 6 If you would you like to receive further information by email, please provide your email address by sending it to [np@reptonvillage.org.uk](mailto:np@reptonvillage.org.uk)

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When you have completed this questionnaire, please return it

- by post in reply paid envelope
- by email to [np@reptonvillage.org.uk](mailto:np@reptonvillage.org.uk) (will not be anonymous)
- drop it on one of our collection boxes: Repton Post Office, Redshaw's Butchers, Mulberry Beauty Salon, Swan Inn Milton

For further information please see the neighbourhood plan website link from <http://www.reptonvillage.org.uk/>

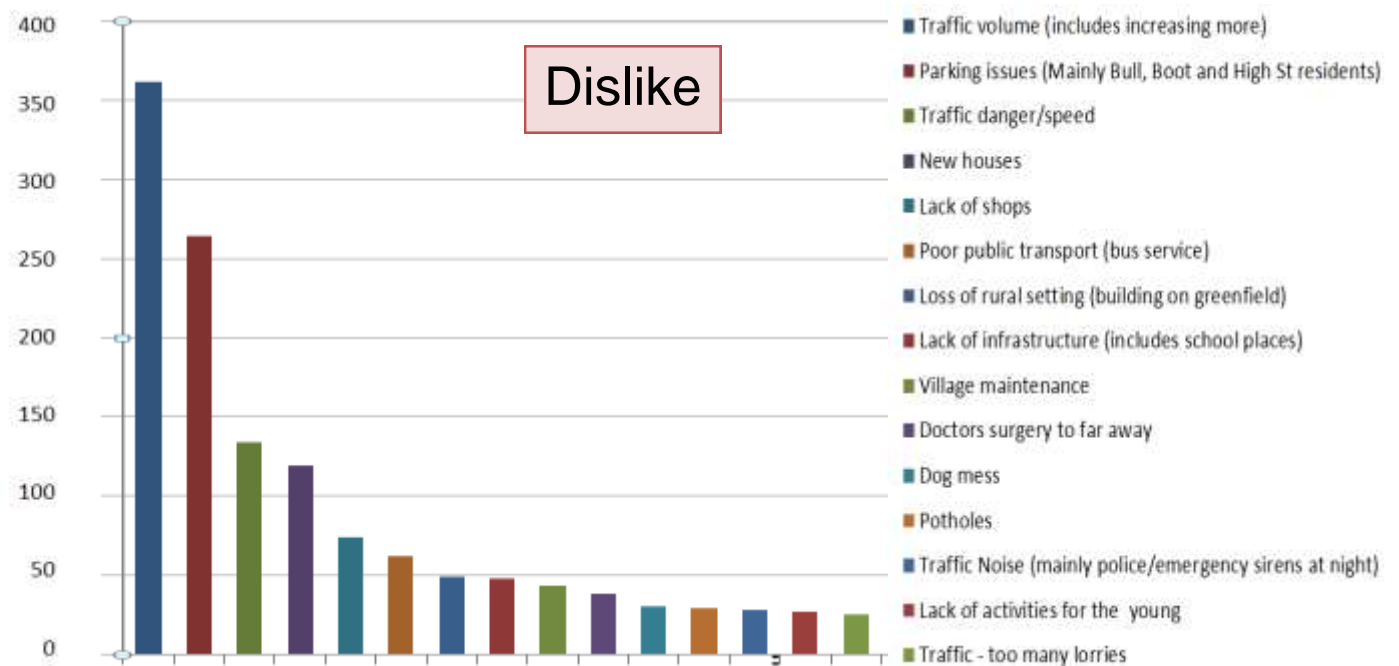
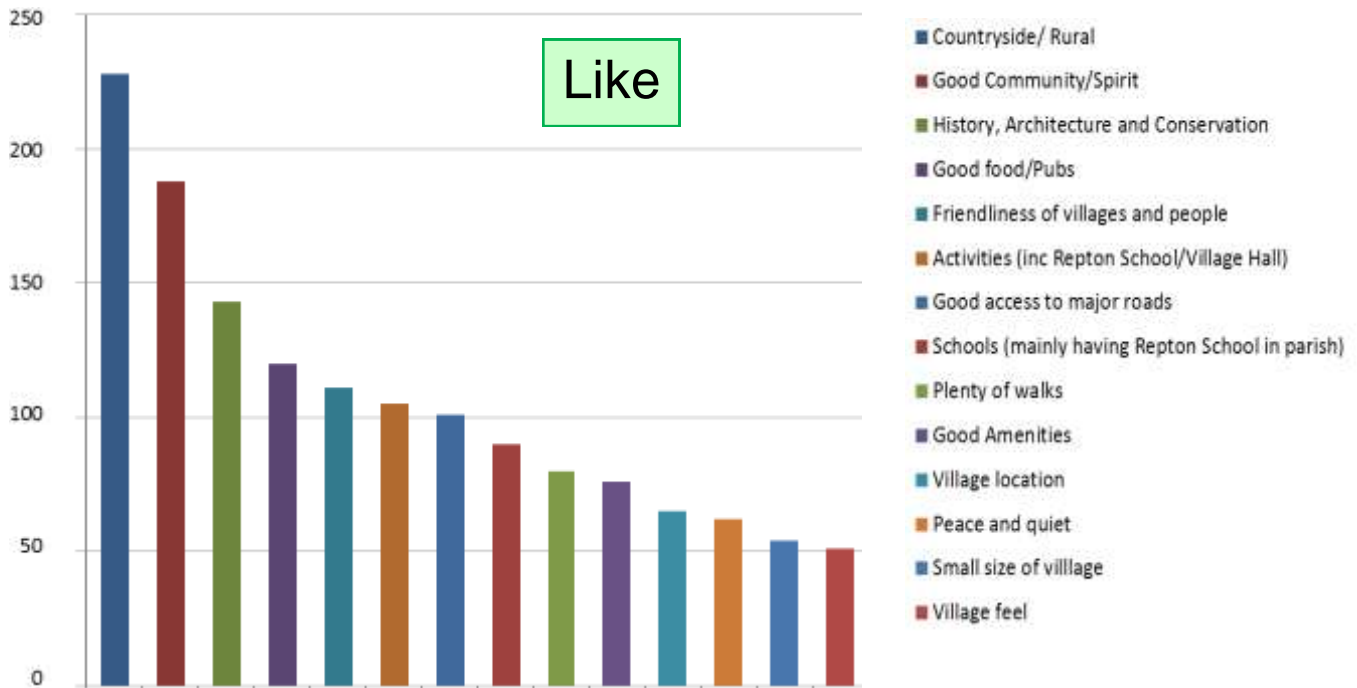
**To make sure your comments are taken into account, please return your completed questionnaire by 31st October 2015.**

## Responses

There was an excellent response to the survey questionnaire - 647 forms were completed. There are 1036 households in the parish; 2867 residents, including 1983 adults, according to last census - so this is a really good rate of return - about 1/3 of households.

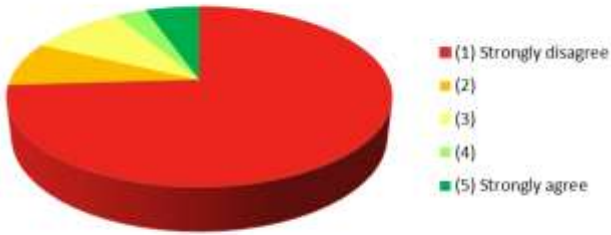
Responses from questions scored 1 to 5.

Those where no response given have not been included in the graphs.



# Housing

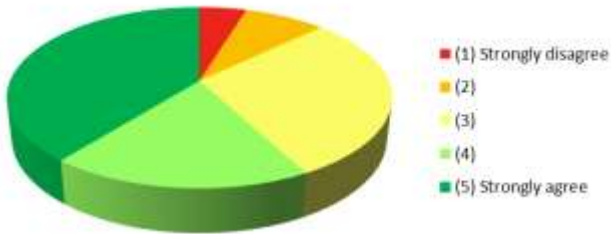
**There should be developments of 10 or more houses in Repton or Milton in addition to those already planned**



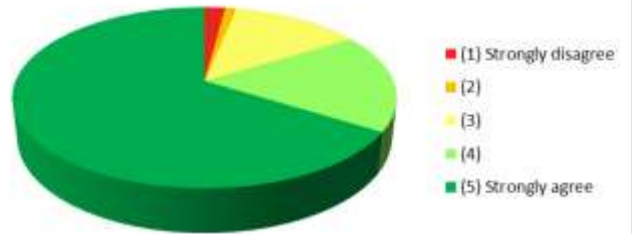
**New houses should be contained within the existing boundaries of the villages (in-filling)**



**Any significant new housing should have provision specifically for older people**



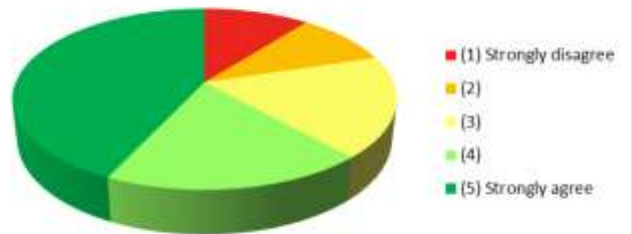
**The Dales area in Askew Grove should be re-developed for elderly care**



**The Fisher Close area off Askew Grove should remain allocated for sheltered housing**



**Any significant new housing should have provision for starter homes or lower cost homes**



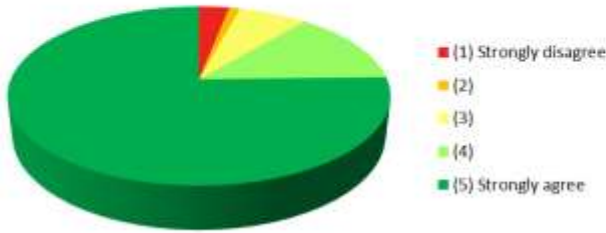
**New starter or lower cost homes should preferentially be allocated for those with a strong connection to the parish**



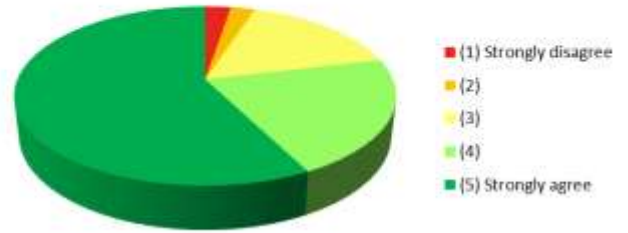
**Good design and high quality materials can make the difference between an acceptable and an unacceptable development**



**Local details, materials and the character of Repton or Milton should be reflected in any new development**



**New homes should conform to very high environmental standards (Eco-homes)**

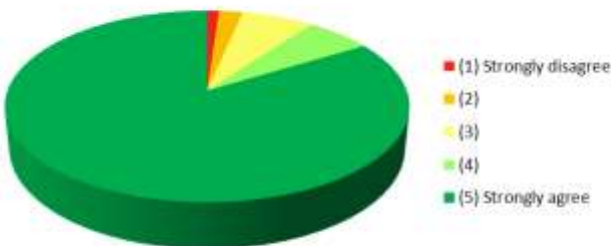


**Any development with several new homes should be a mixture (houses of various sizes, flats, bungalows, sheltered accommodation)**

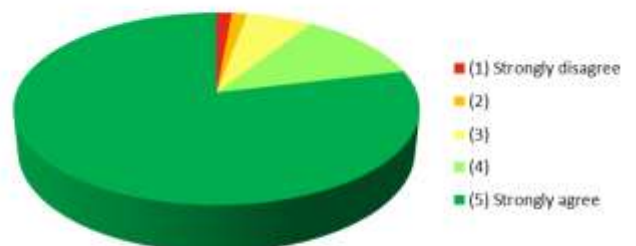


## Open spaces/Environment

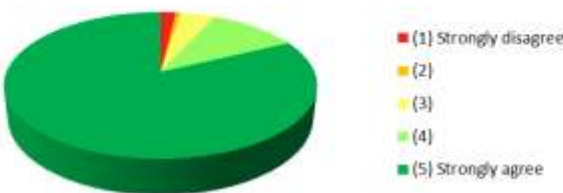
**The separation between Repton and Milton should be preserved**



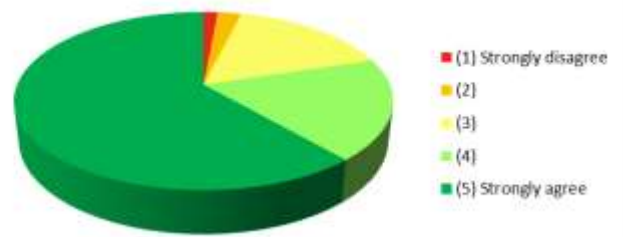
**Development which impinges on the skyline should be discouraged**



**Open spaces within the villages should be retained and, if possible, developed for community use, should the opportunity arise (e.g....**

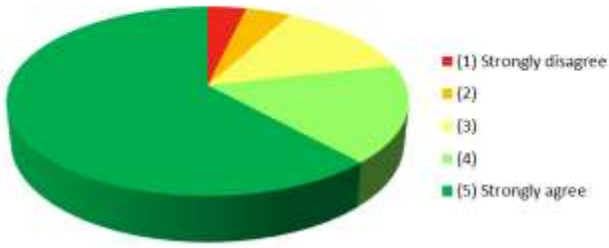


**Opportunities should be taken to increase open spaces within the villages**

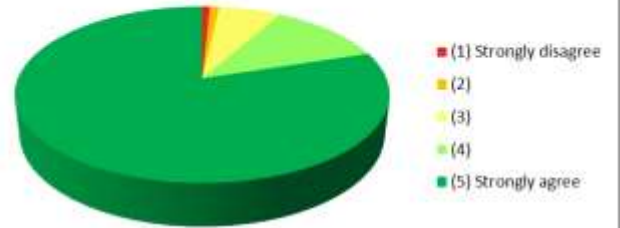




**Tree planting on verges should be encouraged**

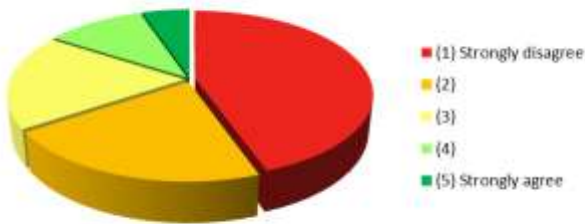


**Wildlife should be encouraged (retention of open spaces, hedgerows etc.)**

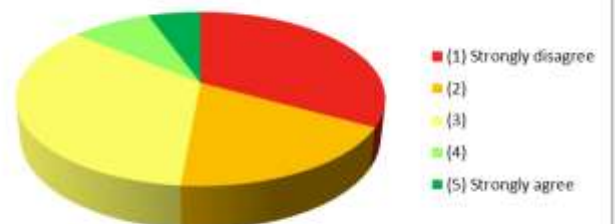


# Amenities / Services

**Existing healthcare facilities are adequate for the planned size of the community**



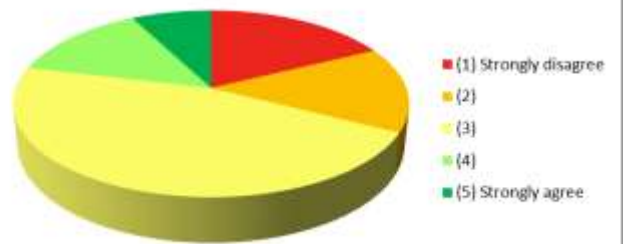
**Repton health centre provides an adequate supplement to Willington doctor's surgery**



**There are enough facilities for the elderly (if not, suggest extra ones)**



**There are enough facilities for the young (if not, suggest extra ones)**



**Pre-school provision is sufficient**



**Primary age schooling is sufficient**





**Renewable energy generation should be encouraged (e.g. wind farms, solar panel arrays on houses or in fields, biomass generators – or comment...**



**The villages should be visually enhanced, for example by the use of floral planting**



## Community/ Leisure & Employment

**The parish has enough sports facilities**



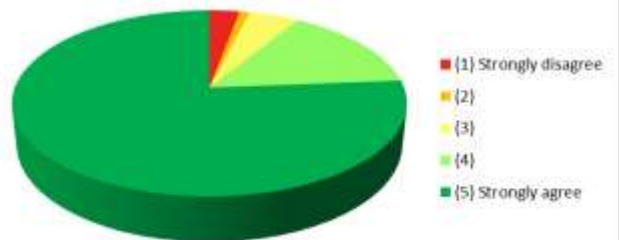
**The parish has enough play areas for children**



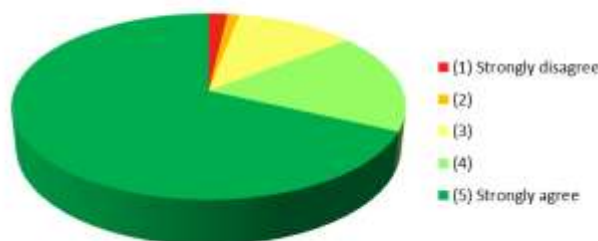
**Locations for clubs to meet are sufficient**



**Repton village hall should be retained and enhanced**



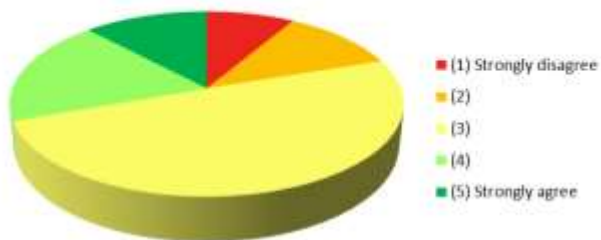
**Milton village hall should be retained and enhanced**



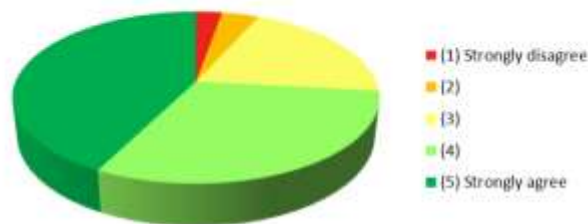
**There are enough clubs and societies to meet the needs of young people**



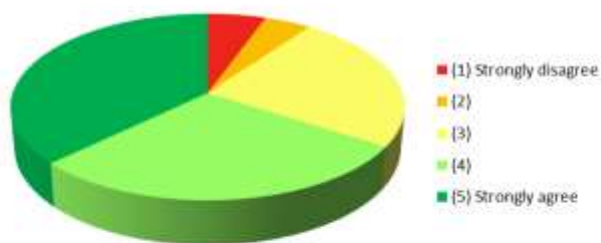
**There are enough clubs and societies to meet the needs of older people**



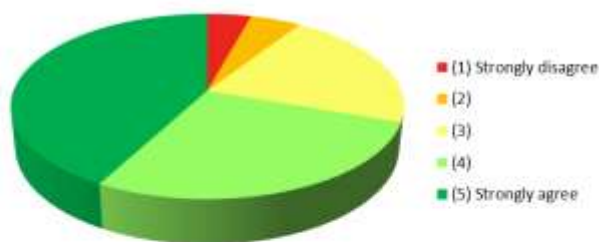
**Food and drink provision is important and appropriate (pubs, take-aways etc.)**



**Tourism should be encouraged**



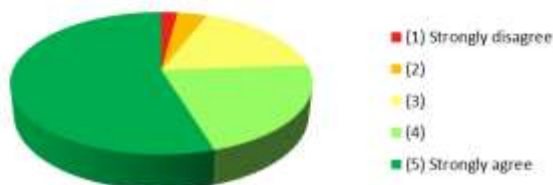
**Small business developments should be encouraged**



**New business development sites should be provided – please specify details in comments below**



**Home working should be encouraged through enhanced internet speed – please specify in comments below any other enabling factors**



**New business development sites should be provided – please specify details in comments below**



# Travel & Transport

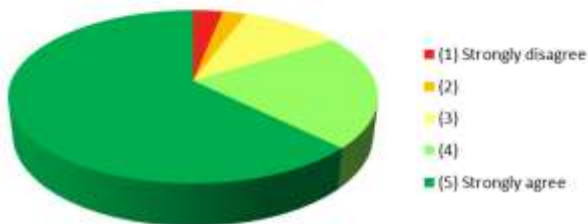
The bus service to Repton is sufficient – if not please comment below on how it can be improved



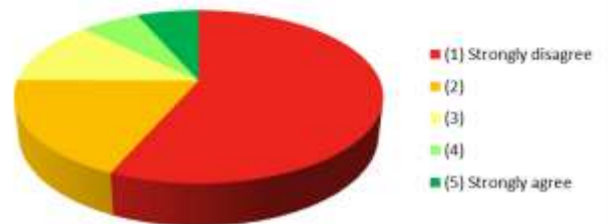
A bus service should be provided to Milton



New or expanded business or retail provision should have corresponding extra off street parking



Existing parking provision is adequate – if not please specify below how it can be improved



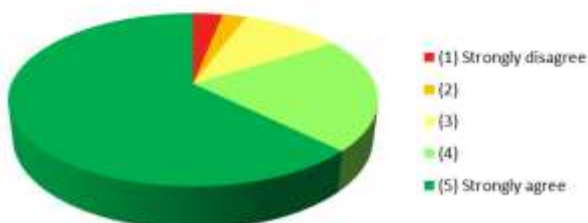
The bus service to Repton is sufficient – if not please comment below on how it can be improved



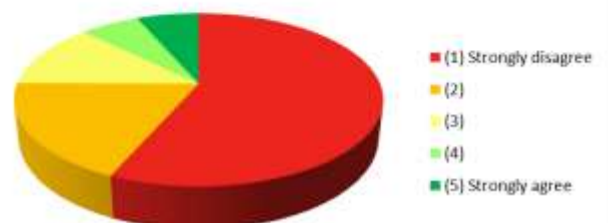
A bus service should be provided to Milton



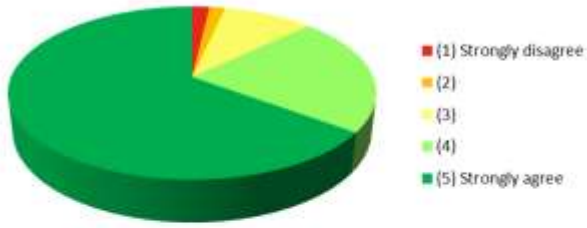
New or expanded business or retail provision should have corresponding extra off street parking



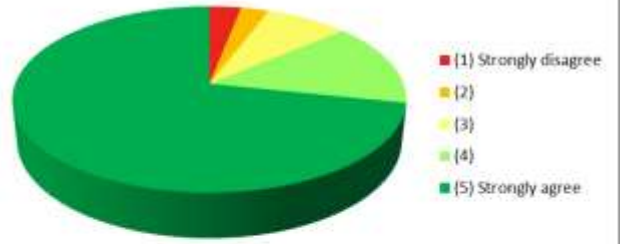
Existing parking provision is adequate – if not please specify below how it can be improved



**Safe cycling and walking routes should be provide to schools and school bus pick up points**



**A cycle path should be provided to Willington**



**The parish should lobby for controlled increase in traffic, either by control of development (rail head, quarrying etc.) or via a bypass**

