

DRAKELOW PARK LIAISON GROUP

TWELTH MEETING

4th December 2013

	Action By:	Target Date:
<p>Attendees Mrs Jean Blackman (Chair) Cllr Julia Jessel – East Staffordshire Borough Council Cllr Kath Lauro – Derbyshire County Council Cllr Sheila Jackson – Castle Gresley Parish Council Cllr Louise Ross – Rosliston Parish Council Cllr Bill Turton – Stapenhill Parish Council Cllr Paxton – Stapenhill Parish Council Cllr Hancocks – Stapenhill Parish Council Cllr Godfrey – Stapenhill Parish Council Mr Richard Wain – Burton Civic Trust Dr Timothy Elson – Walton Resident Cllr Andrea Barnes – Walton Parish Council Steve Sharatt and Rob Kerry – Linton Parish Council Chris Chatfield – Drakelow Developments Ltd Simon Tucker – DTA Transport Victoria Walker – Beattie Communications Brian Egerton – Hawksmoor as representative of David Wilson Homes</p> <p>Apologies Cllr Wheeler – Leader South Derbyshire District Council Cllr Grosvenor – Leader East Staffordshire Borough Council Cllr Peter Davies – Staffordshire County Council Mr John Powell – Linton Parish Council Mr Henry Timms – Walton upon Trent Parish Council Cllr Alan Lees – Coton in the Elms Parish Council</p>		
<p>Introductions and Welcome JB explained that the Taylors, who have attended every meeting, have decided to retire from the group. CC expressed his thanks and confirmed he would be writing to them directly.</p> <p>VW reminded attendees that due to space constraints it is important that only one representative of each parish council attends the meeting and that representative should feedback to the rest of their parish.</p>		

<p>Approval of minutes Minutes were approved and have been uploaded to the website.</p>		
<p>Update Regarding Drakelow Park</p> <p>CC explained that the team has continued to liaise with a funding partner and has now entered an exclusivity period with that company for the wider development and hope to have a further announcement in February/March 2014. CC is pleased with the discussions. This would include the implementation of Walton Bypass again which would hopefully restart next year.</p> <p>Further works were undertaken regarding Walton Bypass over last summer to ensure that the landscaping has progressed.</p> <p><i>Q) SS - It was queried if the funding partner could be disclosed.</i> A) CC explained that due to the confidentiality agreement he can't do so yet but hopes to do so next spring.</p> <p><i>Q) JJ – on the assumption that all goes well with this partner when do you anticipate work will restart?</i> A) CC – Can quickly move into phase two once the funding is secured as the design is complete and we have a construction partner on board (McAlpines is likely to continue with phase two) This is good news as it will provide continuity. It is likely to be June/July next year. The second phase will include the implementation of both the bypass and bridge, joining Drakelow Road, Walton to Station Lane on the approach to the A38 island. There would be a T-Junction at Walton upon Trent and Station Lane would be downgraded to pedestrian, equestrian and cycle route and the stopping up of Bailey Bridge using bollards. ST shared a plan of the scheme. CC explained it would be a nine month build programme as much of the ground works have been undertaken and the line of the road is already in as part of the phase one works. The flood compensation works have also been concluded.</p> <p><i>Q) AB – In terms of the site at the moment is any further work planned as it is an eyesore and residents in the village have complained. When you are building and what will be the disruption to Walton in terms of traffic?</i> A) CC – in terms of traffic construction this will be at either end of the bypass not within the village. The traffic routes have already been agreed with the council. The T-junction will then remove the daily traffic from Walton. There are proposals to move the 7.5t weight limit to prevent vehicles going through Walton. There are also proposals for weight limit cameras on the bridge so any vehicle using it which isn't approved would be fined automatically. 95% of the works will be off line and will not affect the operation on the road network. The tie-ins at each end when the road is re-aligned will require some traffic management, but this is unlikely to be complete closure. McAlpines has worked hard to deliver a construction management plan which minimises the effect on local villages and the road network.</p> <p>In terms of the additional work McAlpines undertook over summer, there have been additional works to tidy the site and complete the additional</p>		

<p>planting on both the bypass land and the farmer’s land. Therefore any areas of overgrown field should be sorted. The topsoil which is on the site will have to stay on site until work commences on the second phase.</p> <p>There is also a fence on the site which has fallen over and we’ve requested permission from the farmer to sort this. If it is not dealt with by spring then DDL will go onto site and take this out.</p> <p><i>Q) Cllr Paxman – The bridge relates to the 100th house being built on the development. There will already have been some construction traffic on neighbouring roads. Will this 100th house be completed within the next year?</i></p> <p>A) CC explained that the planning permission states that the bypass has to be in use on the occupation of the 100th house.</p> <p><i>Q) BT – will any construction traffic for phase two of the bypass come through Stapenhill?</i></p> <p>A) CC – yes some of the vehicles will need to come through Stapenhill in order to complete the bypass. But once the bypass is completed it will benefit Stapenhill extensively as the weight limit will stop vehicles using their village roads. The amount of vehicles RBL’s site in 2004 using Stapenhill’s roads were far greater than the number of vehicles now using Stapenhill roads. You may see a slight increase in terms of construction traffic but it will still be far less vehicles than were using the roads in 2004.</p> <p><i>Q) SJ - Castle Gresley is having more homes built on the A444. There have been two serious accidents between the White Horse Pub and Cadley Island. Is there any chance there will be an improvement to that stretch of road?</i></p> <p>A) ST explained that as a result of Drakelow there isn’t anything planned as the impacts are assessed at the time of the application decision and that fixes the S106 package and this section wasn’t identified as an area which needs mitigation at that time.</p> <p>However, other developers will have to assess their own impacts and review the roads near to their schemes, they will also have to take into account all of the traffic assumed from a completed Drakelow Park scheme.</p>		
<p>David Wilson Homes Phase One Proposals</p> <p>CC explained that there is some good news as in addition to the funding partner for the wider site, we are entering into a contract with DWH regarding phase one. They will bring forward a reserved matters application for 99 homes.</p> <p>BE explained the layout drawings for DWH’s proposal which is known as ‘Drakelow Park phase one’. The development area is the south east area of the site adjacent to the railway line and Walton Road.</p> <p>This plans show 99 homes and landscaping. They are aspirational family homes. A reserved matters application (based on outline planning permission granted in February 2012) is being prepared.</p> <p>The drawings reflect the original overall masterplan, where there is a principle of a circular spine road through the site. It comprises a temporary access off Walton Road with footpaths/green corridor set off from the main</p>		

<p>carriageway. This would be planted with heavy stock trees so it sets a tree lined identity for the site. This will ensure it's a high quality development from day one.</p> <p>The scheme is softened by the existing, robust landscaping already between the site and Walton Road/alongside the railway embankment.</p> <p>The scheme also includes an existing footpath which starts on Walton Road and links to the footbridge onto Cumberland Road. This has been accommodated and designed into the scheme, a cycle way link is also provided from that route and into the wider scheme as well.</p> <p>In terms of the housing mix, subject to reserved matters, 20% are five-bed detached family houses and then 75% detached four-bedroomed and 5% detached three-bedroomed homes with sizable gardens. This is a low density detached market housing proposal.</p> <p>As a development scheme this is a high quality offer which will set the design tone for the site. Informal discussions are underway with South Derbyshire District Council and their designers have been able to input at a very early stage. The value of houses upon this first phase will be market-led.</p> <p><i>Q) RW – subject to planning permission when would it start?</i> A) BE – there is a desire to submit a planning application as soon as possible and detailed work is underway. There are 49 planning conditions to be considered/discharged and an extensive S106 document to abide by as well.</p>		
<p>ACTION POINT – VW to attach a copy of the S106 summary to the minutes. It is also available on the website.</p> <p><i>Q) Cllr Godfrey – is the percentage of 4 and 5 bedrooms the right mix at the moment?</i> A) It was clarified that housebuilders will build what they think will sell in a particular location.</p>	VW	With minutes
<p>JB requested copies of the plan from the housebuilder to share with the liaison group on a smaller scale once the application is prepared. ACTION POINT – VW to liaise with BE/DWH and circulate the plan once the application is finalised.</p> <p>Liaison group attendees agreed that the information shared today would remain confidential until further notice.</p> <p>CC explained that the housing market in the last eight months has changed dramatically. It has taken some time to make Drakelow Park stack up due to the huge costs involved in delivering Walton Bypass. However, over the last few months the upturn in the housing market means that it puts the scheme in a position to start delivering phase one as well as starting the implementation of the bypass.</p> <p>Our aspiration is to deliver a good quality development. There have been</p>	VW	At application stage

some schemes delivered locally which are not of the quality we want to see here. From day one we need to set the right tone and establish the quality of the scheme.

SJ added that DWH scheme locally has revitalised and they are delivering a lot more houses due to sales upturn. The same with the St Modwen development which is also 4 and 5 bedroomed homes.

Q) BT – is there an intention to improve the footpath from Stapenhill end of Walton Road.

A) ST – explained that there is a proposal to deliver pedestrian, cycling and bus links across the whole site. The way the consent is structured focuses on pedestrian permeability across the railway line and the river.

The consent requires some work to the alignment of the crossing over the railway so the road will have priority from Stapenhill onto Walton Road and includes a footpath link as well and connects to the footpath in Stapenhill with the railway crossing. The aim is to make it as easy as possible for people to walk and cycle.

The masterplan is available to view on www.drakelowpark.com

Q) AB – is a school included within the proposals, is that included in phase one?

A) A school is included at the later phase. The county councils have accounted for this in terms of expanding existing schools in the area for the early phases. The County Councils were responsible for determining, within the section 106, what the trigger points timings would be for education and health requirements.

CC explained that the primary school requirement falls at 600 dwellings. This was a figure that Derbyshire and Staffordshire determined. This site is unique as it is on the County boundary so there was a need for both to work together. The DWH scheme will trigger a secondary school contribution of £350,000 to Staffordshire County Council out of phase one. It also triggers highways contributions for local improvements and BUATMS (Burton on Trent's highway improvement strategy). The total contributions for the first phase are in the region of £600,000.

CC added that this has been a ten year process in terms of the Bypass and Drakelow Park. It was unfortunate that the recession has also had a huge impact and has slowed progression of bringing the homes forward on this brownfield site. DDL is pleased that the economy has now picked up and we now have interest from housebuilders and funding partners. We are now confident and excited that we are able to start to deliver the scheme in-line with the planning permission. It has to adhere to the existing planning permission and we are not intending to unravel what has already been agreed.

We aim for this forum to continue. There will also be a traffic management forum as well.

SJ said that it was good to see that the footpaths are in place and link to the wider area.

<p>JB said that we need to strengthen lines of communication so that we can remedy any issues once construction of the bypass begins.</p> <p>JJ added that she is liaising Staffordshire County Council due to the condition of the road surface as it is collapsing under the weight of the HGVs on the flyover.</p> <p>ST explained that the consent for this scheme has a Travel Plan. One of the requirements is a steering group which will include the highway authorities the councils, developers and some representatives from this meeting so it can feed into this group.</p>		
<p>Any Other Business</p> <p>JB requested that the group provide their contact details to VW to ensure the database is up to date.</p> <p><i>Q) Cllr Godfrey queried when the second phase might begin?</i></p> <p>A) CC explained that the bypass completion trigger – i.e. it must be in use before the occupation of the 100th house.</p> <p>In terms of a further reserved matters application for a further phase this could be prepared, but the houses could not be occupied as the bypass would need to be in operation. Hopefully will start Walton Bypass in summer next year. It is in our interest to start and complete this as quickly as possible. We are already in discussions regarding phase two but couldn't start to build and occupy until the bypass is open.</p> <p>VW reminded the liaison group that there should be just one representative from each Parish Council due to space constraints; if that representative can then please feedback information to their Parish Council and their constituents following the meeting. ACTION POINT – ALL PARISH COUNCILS TO ENSURE ONLY ONE ATTENDEE REPRESENTATIVE AT THE NEXT MEETING.</p> <p>Stapenhill is worried about HGVs using Stapenhill bridge and this has been raised with the County.</p> <p>ST – explained that the improvement is intended to overcome the issue regarding the alignment of this bridge. Also once the bypass is delivered the weight limit will</p>	<p>ALL</p>	<p>For meeting</p>
<p>Date of Next Meeting</p> <p>It was agreed that the next meeting would be held on Wednesday 26th March 2014 at 7pm at Drakelow Developments Ltd headquarters. CC would convene an earlier meeting if there was more to report in the interim.</p> <p>Just one attendee from each Parish Council or group should attend each meeting. Liaison group attendees should then update their communities following the meeting. All meeting minutes will be uploaded to the Drakelow Park website www.drakelowpark.com</p> <p>It will be held at DDL's offices on the Drakelow Developments Site. There is a</p>	<p>26/03/14</p>	<p>ALL</p>

BEATTIE

COMMUNICATIONS

new car park at the far side of the DDL offices for attendees to use. CC asked if anyone had any queries please contact Victoria or Chris as we are happy to assist.

Please confirm which representative from each Parish Council will be attending in advance so that Victoria can inform security.

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