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Dear Dave,

Subject: Derby City Core Local Plan September 2016

I have been in hospital having major hand surgery to my writing hand, and after leaving hospital I decided to write you this letter instead of filling forms that would be impossible with my right hand out of action.

I have broke down Derby City Council policy document dated September 2016, and noted Derby City Council have weakened the guidance's and wording that would encourage more developers and people who place planning applications will move away from developing of brown field sites and former commercial sites for both Derby future housing needs and the delay of regenerating of former industrial sites in Derby.

The change in sentences in the policy document will encourage Council policy makers to support future development in green areas instead of brown field areas like the former Celanese in Spondon should be used for the development of future homes instead of using higher quality farm land.

The council future structure plan should examine transport policy to reduce car usage, and fight the effects of climate-change like introducing a colour sticker scheme that allows certain cars access to the roads on certain days of the week to reduce congestion and delays occurring on Derby's roads into and out of the city of Derby.

The policy document should look how to deliver growth in the City but reduce car usage by up to 35% to places like the Chaddesden Triangle that would employ 3600 people and have over 7500 car movements visiting the site each day from the A52, and the Pride Park area. This increased traffic will increase both air pollution and diseases associated with air pollution and increased traffic delays on routes heading to the A52 and even the new A52 Wyvern junction scheme will have a slight affect on dealing with congestion in the short run knowing over time traffic congestion will increase over the next decade.

The infinity park near Sinfin will be another area that would employ 6000+ people including over 10.000 car movements connecting from narrow roads from Sinfin and Allenton will cause traffic stagnation and higher air pollution in the area. A number of scientist and universities across the UK and the globalised world have found links with traffic pollution and rising levels of dementia.

The council is planning to extend the infinity park pass the cycle and bridle path between Sinfin and Chellaston would endanger cyclist and horse riders that pass through the area during the day. Since the opening of the infinity road the 40 mph speed limit have been exceeded with cars travelling above 60mph in some places including passing the crossing on the cycle path. Since I have cycled pass this area a couple of weeks ago I believe the road is dangerous because of the excessive speeds car travelling at through this link road with some drivers do not stop at the crossing when lights show red.

This infinity park may not deliver highway safety due to the 40mph speed limit, but businesses within this business park area will cause future congestion and if houses are built near the site the congestion will increase knowing Derby City Council have limited plans like Nottingham or London in dealing with traffic congestion and developing alternative forms of transport policy and schemes that cut car and promote public transport usage because they do not own their own bus company like Nottingham City Council.

This infinity park needs further investigation on how to deal with future problems with the infinity project and future housing in this location without introducing an affective traffic management plan that deals with issues occurring within the infinity area and Derby south. The second phase of the park building on the opposite side of the cycle path will place both horse riders and cyclist in danger with passing traffic when they cut though the area knowing children often cycle through this area and do not observe traffic problems or safety issues that likely to occur within this area.

The council should have introduced cycle marking on all roads from Allenton to Rolls Royce and to Sinfin Lane to promote more cycling and protect cyclists from cars entering into cycle lanes will improve cycle safety and encourage more workers at Rolls Royce to cycle to work during the development of the infinity access road to the A50. The whole road layout needs a speed reducing policy by reducing speed to 30mph from the present 40mph would make the roads safer to pedestrians when crossing these road between Roll Royce and Allenton.

### **Housing policy**

In the proposed modifications dated August 2016 it highlighted in page 36 regarding table 3 showing the percentage of houses were moved from the modifications to the structural plan.

I believe a new table should be introduced called pod apartments like in Japan that smaller than a standard flat to cater for single and homeless people that could consists between around 5 of new housing stock and be classed under Band A1.

Since the number of single people in Derby has increased and forecast to grow in the next ten years so new flats and apartments will be needed including apartments built on 4 or 5 floors to conserve space within our city.

For the older person about 3% should be bungalows or ground floor apartments are needed to deal with an aging population with an increase level of immobility problems and unable to use the stairs etc.

For example many new homes built have excluded the disabled or the elderly and mostly aimed at families or single people and this should be addressed in this structural plan for Derby City Council.

35% two bed room houses should be built increased from 30%, three bed room remain at 35% but a fall in 4+ bed room houses to less than 10% due to benefit cap of no more than two children highlighted on the DWP website at <https://www.gov.uk/government/news/consultation-on-reforms-to-the-child-elements-of-welfare-support> .

In the policy document I believe the policy of 35% low cost housing of 30% should be increased to 35% instead of 30% and the number of council houses increased to around 5% of housing provision for the city of Derby cited at MM18 Page 35.

This policy change from present policy due to a high percentage of Derby people that earn the minimum wage or the living wage will have a total single income for working 37 hours a week of £13872.04 to around £15872.00 by 2020. A couple together working similar hours will be around £31600.00 by 2020. This income levels covers 45% of Derby population if you exclude high income groups of Rolls Royce, and hospital staff etc will show a higher need for affordable housing is needed in the City of Derby.

In MM19 vacant building grant should be improved including improving the 3000+ empty homes across Derby to be renovated and help towards Derby housing shortages this includes converting commercial building into residential usage.

In the housing policy Derby City Council they need to introduce plans that prevent overseas people purchasing rows of new houses that often lead to higher private rents and reduce the number of private landlords owning more than two properties that reduces housing supply and increases house prices and avoid houses to remain empty so the owner can sell to the market when the house price has risen over a period of months or years.

### **Transport Policy for new housing policies**

In many new developments in the last 10 years have not been designed to deliver public transport through the new development. In this new structural plan all new housing developments should be public transport friendly so people living on a new development could access a public transport bus stop within 150 metres of their home. This would help reduce the number of car journeys made by people from new housing development and with further policy changes by limiting the number of cars for each household at a particular address would increase the number of journeys by public transport that help reduce congestion from a new development on to existing road networks.

### **Environment Green Wedge and biodiversity polices**

The crossing out of words In MM41 like development proposals would have a direct or indirect adverse effect on:

- Internationally important sites, nationally important sites like sites of scientific interest.

- To wild life sites, ancient woodlands to hedgerows.

This removal will encourage developers to build on these sites in the future knowing any previous green space that have been built on like land off Wood Road Spondon hedges and trees were cut down housing wild birds within that hedge.

I believe all areas of scientific interest and bio interest should be protected from future developments knowing once these areas are destroyed the loss of biodiversity is gone for future generations and the planet life cycle.

### **Discussion on Maps dated September 2016**

In map reference 8a I support the plan to encourage mix developed by the developer Clowes but I believe this area would be a large development that requires a layout that sustains the area like easy access to public transport within the site. The site should be of mixed use including the development of biodiversity areas within the site that partners the new development.

The houses and businesses in the area should be built with the highest materials including solar panels that built to similar colour to the red brick warehouse on friar gate goods yard site.

In Map 42a in Derby Central business district I support the purple extension to the site boundary. In this area I believe to improve the growth of the city centre the growth needs retail outlets like John Lewis to encourage more stores to Derby that found in Nottingham and Birmingham. The regeneration of Derby will bring life to the City of Derby including improving Derby's night life.

In Derby City Council Core strategy **AC7** the river Derwent Corridor should be examined again because the present flood protection plans for this area including higher flood protection barriers and green mounds along the river to increase flood protection to new developments like **Chaddesden Triangle and Derby Commercial Park** knowing the earth will face rising climate change, increased flooding due to human actions and changes to the planet poles from outside factors affecting the earth today and the future.

In AC11 the Derwent Triangle that I mentioned early part of my letter that Chaddesden Triangle will require proper transport policy including a layout to cater for public transport that covers buses from areas like Spondon and Ilkeston to and north of Derby like Oakwood.

The Chaddesden Triangle also needs good cycle and pedestrian access to the site including the wyvern centre with a bridge accessing the cycle river path to promote greater use of green transport methods to and from the site knowing over 3500 people likely to be employed in this location.

### **AC13 the Former Celanese site Spondon**

This former site should be of mixed usage of residential and commercial within a self contained new suburb of Derby called Spondon Valley or Spondonian Way.

The site could be split into three zones with zone 1 being residential containing a new district centre that has banks, retail, post office, a community hall and library. The residential area would include a pub, church and a cemetery area. In zone 1 would be include schools, parks and health and dental areas including a care and nursing home.

The layout will include access to buses include the site will access to the Nottingham tram system when it arrives in Derby in the next 20 years. The site will benefit from having its own rail station to Derby and Nottingham and if the station was extended trains to London could use the station including people having access to EM airport.

In the area of zone1 the residential area would include care home requirements, senior apartments a range of one and two bed room bungalows to cater for a population of 600 people. The site in zone one would include single and two bedroom apartments to cater up to a thousand people located on four floors and sited close to the new park and landscaped area within the site including links to buses and the tram.

The site will also consist of two and three bedroom houses including town houses to house around 4500 people and a range of four and five bedroom houses to house around 200 people on the site. The site will also consists of 160 council houses to house around 600-800 people and single and two bed room flats to house around 300 people.

The site would include a number of low cost housing to house around 750 people from flats to three bedroom properties and some land on site to allow people to build their terrace or town houses according to housing polices in the present government white paper.

Zone 1 will include houses to environmental standards fitted with solar energy and fully landscaped. Since zone one would be classed has the new environmental zone each household of two people including family will be allowed two cars only because the area will be served by trams, trains, buses and cycle lanes.

Zone 2 commercial Zone will include office, small warehouses, small factory units and workshops to help the establishment of new businesses. Zone 2 could include hotel, and a petrol station.

Zone 3 could contain engineering, medical and electrical and light chemical manufacturing that links to Derby Commercial Park near Alvaston.

The road link could be through Derby Commercial Park on to Raynesway with a bus access through on to Nottingham and Derby Road in Spondon that link the site and all three zones to Alvaston and Raynesway in two circular directions to and from Derby.

## **Spondon**

Since Derby wants to be a city of the future I believe green transport is needed to help support the growth of a modern city. For example the tram will transform Derby transport issues and extending the link from Ilkeston to Derby passing through the edge of Spondon towards Derby including Pride Park towards Derby will cut traffic from Ilkeston and from the Stanton development.

The building of a link road from Stanton to the M1 will cut traffic into Derby because many people who live in Ilkeston often work in to Nottingham. New bus routes and services into Derby covering Pride Park and Raynesway will help reduce congestion and if Derby City Council

introduced work place parking or using colour stickers on cars with numbers the council could decide the level of traffic entering Derby on a particular day of the week or weekend.

### **AC18 Wragley Way**

This new location should include a design layout to support buses and once further houses are added further bus layout will be designed into the plan to help reduce traffic growth, pollution and congestion into Derby. Since this area of southern Derby contains farm land I believe more land should be conserved for farming and wildlife.

For example if you build two and three bedroom Town houses more land would be saved from development instead of semi and detached houses and the saved land could be used to grow crops and other food knowing many countries around the world are facing climate change and falling food production the need to pursue further brown field land is essential for the UK food production especially when we all leave Europe.

The UK leaves Europe the level of migrant population will fall if the UK follows a hard Brexit meaning Derby City Council must review the amount of houses needed after leaving Europe.

### **AC23 Bolton Moor**

Since Bolton Moor contain high quality farm land that needs protecting and the population of Derby is likely to fall from migration returning to Europe the demand for houses will fall so the amount of houses on Bolton Moor could be reduce sparing more farm land from development. If forecast is correct after leaving Europe the number of houses in the region could fall between 250 and 500 houses so reducing the total to around 2400.

The new houses areas in Bolton Moor should be developed to cater for a public transport network to reduce car usage travelling into Derby

### **AC25 Brook farm**

The major concern with the Brook farm development will be the loss of biodiversity and wildlife that lived in the area for hundreds of years including bio life forms in the river that passes through Chaddesden Park towards the River.

When this application was submitted I objective to this development knowing there is brown field land in Spondon south to cater for new housing that would be both environmental sustainable that would have little impact of the local wildlife.

The Brook Farm development is excessive large over 200+ houses including 4 and 5 bedroom homes including a care home on the site next to a sizeable stream that often overflow its banks during a period of heavy rain.

The tree, plants and grasses help slow the speed of water travelling into the river from the steep banks but with a good majority of the vegetation removed and placed under tar and concrete including people building on their front garden to accommodate further cars the flow of water will travel much faster into stream increasing flooding to homes further down from the stream. For example the pipe network is small throughout Chaddesden to cater for this size of development and to update all piping through Chaddesden would cost over £10 million pounds that Severn Trent water and Derby City Council cannot afford to pay.

The developer has not provided enough money to cover future flooding or designed the layout to increase the natural vegetation to act as a natural barrier to slow both surface flow and ground flow water into Chaddesden Brook.

The major problem with this development that the design layout is not suitable to create a bus route through new estate that in accordance with green transport plans and policies set out in Paris in 2015 on creating sustainable developments that encourage people away from the car on to buses, cycles and walking.

The planned access road on to Acorn Way is dangerous knowing the number of accident that have occurred along this road including cars travelling above the natural speed limit up to 70 or 80mph even travelling at 60mph through the crossing between Spondon and Chaddesden.

Since Derby City Council approved this scheme but done very little to encourage the developer to design the route to accommodate public transport within 100 metres of the development. This is because people do not use buses if walking distance is more than 100 metres from their home.

To promote green travel new planning laws are needed to prevent more homeowners from concreting their entire front garden to park their own cars and other family cars i.e. children cars. The access to public transport will be essential if the site contains extra care units for older people because older people often unable to walk more than 150 metres up and down hills without access to public transport. This means older people will face being housebound if there no community transport or close public transport access.

Derby City Council must examine these plans and ask the developer to design a layout to access public transport if the older people care units are included in the development.

### **AC26 Land off Mansfield Road Oakwood**

The land of Mansfield Road Oakwood will have up to 200 homes but in the policy document there is no information regarding public transport access.

A development of 200 new homes will create a population of around 650 and 800 people on this area of land. This means public transport measures are needed in the development area and when developing a public transport link that buses will travel up the single junction circular around the development covering at least 130 houses before returning back to the junction travelling towards Derby or Heanor. Since the junction will be located on a busy road traffic lights will be needed to control the flow of traffic and allow easy access to public transport.

Since this area of land is close to the Green Belt new households will be prevented from concreting their front gardens to increase number of cars on their drive and prevent further destruction to the countryside.

New Cycle lines added along Mansfield Road towards Derby with a reduction in speed to encourage more cycling to and from Derby to this new development.

The site needed show a country side development with trees planted throughout the development site and along the side of the development to create a countryside feeling and lessen the visual impact the development would have on the countryside.

The bus stops and shelters will be designed with countryside appearance that blends into the development to encourage more residents to be green and care for the environment including promoting them to use public transport to work, school and shop.

### **How leaving the European Union affects future housing needs**

According to social scientists, political organisations and scholars the UK leaving the European Union will affect the demand for houses in the next 10-15 years. Since many houses were planned to cater for migration growth from Europe in future housing projections leaving the EU will reduce the demand for houses across the UK including Derby. Many firms that employ migrant European workers may need to train British workers to carry out jobs after the UK leaves the European Union.

The UK leaving the Europe will have impact on both local population and national population because semi and low skill worker will be reduced accessing work within the UK.

The Government two child plans on benefits starting in April 2017 will reduce the number of children born will have a long term affect in affecting the amount of houses needed in the future, and Derby may need fewer houses compared with the 2016 structural plan.

For example there are factors in our globalised world that may affect UK population growth including climate change and future pole shift affecting the UK and Ireland. According to scientist the UK will face the affects of a Binary system that two suns have been seen in the skies across Europe, American and South Asia. This Binary system also contains several planets including the planet Nibiru that appears every 3600 years.

A number of websites and YouTube show these events happening in our skies and a link at <https://www.youtube.com/watch?v=lbtJR30GeUc> show emails from Wiki-links that an email sent to Presidential Candidate Hilary Clinton regarding this Binary system will affect the earth in the coming months and years and not climate-change.

The Email to Hilary Clinton show the world including the UK will be affected by the planets within this Binary System and the information was covered up prevent people protesting about this planet affecting the earth.

This leaked Email was also sent to Senator John McCain listing areas including the UK that will be affected by pole shift that will cause flooding to our coastal areas that will lead to the loss of life in the millions.

I will not provide further detail but provide a link to this video showing evidence taken from people across the world on these objects being seen in our skies across our globalised world.

If these Wiki-links leaks are correct the UK population will be affected through major flooding, earthquakes and rising crime will affect some parts of the world including the UK.

The future housing plan for Derby and the UK may need to be reviewed if the UK population likely to fall from climatic events that will affect our globalised world.

## **Transport policy**

If these events of the Binary system does not affect the earth and the UK Derby and Derbyshire City council will need to developed transport policy to cut car usage including introducing colour schemes that allow cars to be on the road on a chosen day of the week like used in France and Greece to control air pollution and congestion.

The other measures include work place parking charges and higher road taxes to promote people to use green transport to work especially in dealing with traffic that enters the city of Derby. I believe further measures are needed to reduce traffic flows on the A52 during the Wyvern Junction Improvement scheme development like surveying worker who work on Pride Park and the Wyvern Centre to help establish bus links to the site from places like Ilkeston, Spondon, and Oakwood areas to reduce traffic volume on the A52 and help reduce delays of emergency vehicles like Ambulances reaching Royal Derby Hospital.

The extension of Nottingham Tram system to Derby that covers the Celanese site, Pride Park site into Derby would be essential including the use of Ilkeston rail station to transport people to Spondon rail station and to Pride Park will help reduce congestion on Derby Roads especially in the Spondon and Borrowash area on the way into Derby.

## **The Conclusion**

Since I am unable to write in a form due to having right hand surgery I wrote you a letter pointing on issues regarding Derby City Council structural plan including the changes to the wording of the report that encourages developers build on green areas compared to brown field area in the city of Derby. The report also reduces the type of houses needed including the amount of low cost housing and council housing knowing up to 45% of people in Derby earn less than £16.000 and most couples earn less than £32.000 per annual year if on the government living wage.

The structural plan needs to examine all income levels in Derby in deciding the amount of low cost housing the people of Derby need instead of allowing developers to build houses out the price ranges for many Derby people who do not have the opportunity to work at Rolls Royce, Derby Hospitals, Toyota or earn the wages of builders to afford houses exceeding over £120.000 knowing banks loans up to 3 times the annual salary of a Derby employee.

In the city of Derby plan more effort is needed to improve the retail economy of Derby that often lacks investment compared to other cities across the UK. The people of Derby often want retailer like John Lewis to come to Derby that would attract different retailers to move to Derby helping improve the centre of Derby to be a lively place full of opportunities for work and a promising night life to cater for an urban living environment from younger population to a more senior cliental that Derby often lack since the closure of the assembly rooms and other establishments within the City of Derby.

I hope you will examine your terms in the structural plan to make sure that the environment is protected during any planned development knowing in previous developments from housing to commercial developments wildlife and biodiversity is often forgotten during planned developments and destroyed later once the development have been established.

In my final point I believe to deliver a correct structural plan I believe you need the views from a range of people and different organisations on examining the points within this plan to avoid areas that have not been addressed in the research process and could be added later that benefits the people of Derby and the environmental issues of Derby from the affects of air pollution, congestion to delivering affect public transport policy in helping reducing the use of the car if you live and work within the City of Derby.

Yours Sincerely

Stephen Peat