

QUESTIONS RAISED DURING THE CONSULTATION PERIOD

NO.	QUESTION	RESPONSE
1.	Why have the number of houses gone from 302 to up to 725?	<p>The acquisition of new land adjacent at Langley North and South has led us to reconsider all our ownerships in a holistic manner to bring forward four co-ordinated planning applications that will be structured in such a way so as to provide a more considered solution than had the Sites been brought forward independently. It is also worth noting that this process has allowed us to reconsider and re-masterplan the area where the former Pinebanks buildings were located, as the previous 2013 masterplan assumed that the former buildings were still present. The addition of the two new Sites increases the number of units that can be delivered.</p> <p>The National Planning Policy Framework (NPPF) recognises the importance of making the best use of previously developed land. The applicant's Sites constitute previously developed land, and land which is in an urban area and in a sustainable location – all of which are priorities of the adopted Local Plan and emerging Greater Norwich Local Plan.</p>
2.	The original application for Pinebanks was refused. Why are these proposals acceptable?	<p>Members and officers supported the principle of residential development on the Pinebanks and Griffin Lane Sites in 2013 by granting outline planning permissions, reflecting the allocation of the Pinebanks and Griffin Lane Sites within the adopted Local Plan.</p> <p>The plans will deliver a range of thoughtfully designed new homes, new employment opportunities throughout construction and a range of benefits to the local community.</p>
3.	How many homes are you proposing to build on each Site?	Across all four Sites, up to 725 new homes are proposed: Pinebanks – up to 295 new homes; Langley North – up to 105 new homes; Langley South – up to 175 new homes and Griffin Lane – up to 150 new homes.
4.	Will Berliet publish a Site plan identifying where the new homes will be?	We are sharing indicative masterplans as part of our outline planning applications showing where the new homes could be located. The precise detail will be determined during the reserved matters stage.
5.	What types and tenures of homes will be provided?	These Sites will accommodate a variety of house types and sizes to cater for the local market demand. The applications are being made in outline form at this stage, which will establish the principle of development, with the detail of each individual house to be submitted to and approved by Broadland District Council (BDC) at reserved matters stage.
6.	Hannah Leary, (Berliet's planning consultant) was quoted in the press and stated that there would be 100 per cent affordable homes on the Pinebanks Site. Can you confirm this?	<p>Hannah Leary was misquoted in the local press and this has now been addressed in the online version.</p> <p>We are in discussions with BDC regarding the scheme viability and the precise location and levels of affordable provision.</p>
7.	What measures will be made to make the new homes eco-friendly/carbon neutral?	Berliet is committed to the delivery of high quality, sustainable homes. The masterplan strategy for the Sites and outline nature of the planning applications provides the flexibility to accommodate eco-friendly design solutions in line with the latest building regulations.
8.	What are you going to do about the potential overlooking and security in relation to the Langley South Site?	A number of mature trees separate the former Beech Hill house plot from the Tower Hill residents and new homes will be designed so that windows and balconies don't overlook existing back gardens to maintain the privacy of residents. The presence of owner-occupied dwellings should improve security to adjacent existing residential areas.
9.	Why do some of the building need to be four storeys high?	<p>The application will demonstrate that all proposed building heights have been reviewed in relation to existing topography, buildings and landscape. Four storeys relates to proposals at Langley South and Griffin Lane.</p> <p>The building frontage to the west of the roundabout at Griffin Lane will be significantly set back from the road to create an attractive gateway green that will accommodate existing trees and provide amenity green space for future and existing residents. These mature trees will screen the building frontage which will be up to four storeys and located on slightly lower ground.</p> <p>Similarly, four storey buildings at Langley South could be glimpsed in the midst of the existing woodland in a similar fashion to the previous built form. The existing character of the wooded slopes will, therefore remain compatible with the proposed development pattern.</p>



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10.	Will you pursue a wide-ranging Landscape & Visual Impact Assessment (LVIA) for the Langley South Site due to topography.	Yes, an Landscape & Visual Impact Assessment (LVIA) has been undertaken in respect of each of the four Sites, and this has been undertaken in line with the technical LVIA requirements – including the Landscape Institute and Institute of Environmental Management and Assessment guidance.
11.	Will there be any potential for self-build?	The masterplan strategy for the Site and outline nature of the application provides the flexibility to accommodate custom build.
12.	Will the new homes have private gardens and what provision for play space will there will be?	<p>Most flats will be equipped with balconies and all houses will have private gardens. A comprehensive green infrastructure strategy will ensure that a variety of open spaces will be delivered to provide amenity space for residents.</p> <p>Pinebanks – an attractive linear open space along woodland edge will be delivered with high quality pedestrian connections to the former gravel pit which will be retained as a natural and semi-natural open space. A vibrant sequence of smaller greens and open spaces integrated by green lanes will be located by existing veteran and mature trees to ensure they are retained and protected and contribute a green character to the development.</p> <p>Langley North – development here provides the opportunity to create an attractive orchard open space with views to the listed tower, and a neighbourhood green equipped with play facilities co-located with the existing WII 'zero' radio station.</p> <p>Langley South – play facilities and open spaces will complement the significant amenity of the existing woodland setting.</p> <p>Griffin Lane – a gateway green will provide amenity space for residents near the proposed roundabout and an attractive wetland park will be delivered along the southern edge of the Site.</p>
13.	What is the density for the Sites and what screening will there be of the Griffin Lane development?	<p>The density of all four Sites has been derived from first principles of place making, amenity and high-quality design whilst avoiding a car dominated environment.</p> <p>Apartments at Griffin Lane will be designed to integrate appropriately with the existing building frontage along Yarmouth Road and create a high-quality environment at the entrance to Thorpe St Andrew (TSA).</p> <p>The Yarmouth Road building frontage to the east of the proposed roundabout at Griffin Lane will be set back to accommodate existing and proposed trees.</p>
14.	How will the homes for Langley South be designed?	<p>The Site is in proximity to Norwich city centre and development needs to make best use of this sustainable location served by existing public transport and facilities. The Thorpe St Andrew Conservation Area calls for a high-quality architectural response which is carefully considered in relation to the significant woodland and topographical features of the Site. As a result, proposals for Langley South envisage a series of small and medium sized apartment blocks nestled in the woodland which can best accommodate these features and make the most of the southerly slope orientation with high quality 'light touch' glazed facades and balconies.</p> <p>More detail will come forward during the reserved matters stage.</p>
15.	How will the design of the new homes at Langley North reference the use of flint in the listed Tower?	<p>The Langley North Design and Access Statement includes design requirements for buildings near Taylor's Tower to include brick and flint as façade materials to ensure that proposals take design cues from this key listed building and are suitably integrated.</p> <p>Moreover, illustrative design proposals demonstrate how proposed buildings can be designed to frame the view of the tower and provide opportunities for an attractive orchard green connecting the tower to School Lane further enhancing the setting of the Tower.</p>



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16.	All these new homes will have an impact on local services? What are you going to do about this?	<p>There has been a change in the way that planning gain is captured since the outline permissions were granted, so the development proposals will be the subject of Community Infrastructure Levy (CIL) payments – to be agreed with BDC. These payments will be used by BDC to fund the infrastructure required locally, which is likely to include investment in green spaces, sport, education and other local priorities. The delivery of affordable housing and the off-Site highways works required are likely to be captured through a S.106 agreement.</p> <p>However, it is important to stress that the same tests remain in respect of contributions and obligations, and that they are necessary, directly related to the development, and fairly related in scale and in kind.</p> <p>As set out in the Planning Statement and Design and Access Statements which will accompany the outline applications, open space will be provided on-Site as far as possible, but the nature of the topography and Site constraints may mean that formal open space will have to be provided elsewhere and captured by a financial contribution. The Applicant is open to discussions with BDC in this respect.</p> <p>Contributions towards the provision of any educational facilities required in terms of new pupils generated by the development, will be discussed and agreed with the County Council, who have responsibility for the provision of school places.</p>
17.	Will the existing utilities infrastructure be sufficient to service the Sites?	<p>An outline utilities assessment has been carried out for the maximum unit numbers at each of the four Sites. The relevant providers have confirmed available capacity and suitable points of connection are available.</p> <p>A full utilities strategy for the four Sites will be developed with the relevant providers once the masterplan layouts are finalised, prior to commencement on Site.</p>
18.	Has Covid affected housing requirements?	<p>During lockdown the stamp duty holiday and travel restrictions have fuelled house price rises. The prevalence of home working has also altered the way people perceive their domestic space. The government's help to buy schemes have also provided stimulus for first time buyers to get on the housing ladder.</p>
19.	Are you aware of previous archaeological digs at the Langley North/South Sites?	<p>We can confirm that there have been previous archaeological digs on Langley North and South (as well as the Pinebanks Site). These are detailed in the Archaeological Desk Based assessments that are included within the Environmental Impact Assessment that will be submitted in support of the planning applications.</p> <p>It will be for the planning authority to decide through the determination of the forthcoming planning applications (and based on advice from the archaeological regulator, Norfolk Historic Environment Service), if further intrusive investigation or digs are required prior to the Sites being built out.</p>
20.	Will there be somewhere for the archives for Thorpe House School to be stored and could any former pupils purchase one of the old school buildings?	<p>Initial discussions have taken place with Thorpe St Andrew Town Council (TSATC) to secure the long-term management of both the listed Tower and the Zero Bunker. One of the potential uses for the listed Tower was for the storage and display of historic archive material from the Sites. These discussions will be advanced further as the outline planning application progresses.</p> <p>Berliet is not minded to sell sections of the Site whilst we are preparing outline planning applications.</p>
21.	Are you aware of the historical importance of Sunny Hill which was demolished in the late 1960s.	<p>We are aware of the former villa, 'Sunny Hill' and its role and history in respect of the Site. This is identified and discussed in the Archaeological Desk Based and Heritage Baseline Assessment's that are included within the Environmental Impact Assessment, that will be submitted in support of the planning applications.</p>
22.	With this new development will there be any potential flooding at Bungalow Lane/Griffin Lane?	<p>Hydrology at all four Sites has been considered in detail and proposals for mitigating against the risk of flooding will be detailed within the Flood Risk Assessments (FRAs) that will be submitted as part of the planning application pack.</p> <p>With regards to the strategy at Griffin Lane and Bungalow Lane we have held pre-application meetings with the Lead Local Flood Authority (LLFA) to ensure a suitable solution is delivered, incorporating modification and retention of the surface water flow path to manage it through the Site and raised finished floor levels to some of the properties in the southern section of the Site to reduce risk, amongst other measures further detailed in the FRA.</p>



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23.	What considerations are being made for the impact of traffic, pollution/air quality for local residents arising from the additional homes?	<p>Air quality and noise assessments have been undertaken to inform the environmental assessment and the conclusions of these assessments would be provided in the submitted planning application documents.</p> <p>The significance of the effects of the emissions arising from the traffic associated with the operation of the development is considered to be negligible.</p>
24.	What considerations are being made for the potential increase in traffic movement for Henby Way and Hillcrest Road residents?	<p>The principle of access via both Henby Way and Hillcrest Road was established by the 2013 outline planning permission which provided consent for 231 homes at Pinebanks. That permission has been implemented.</p> <p>In accordance with the approved principles, the Henby Way and Hillcrest Road access locations would be retained and therefore continue to help disperse traffic onto the local highway network.</p> <p>The methodology for calculating the traffic using both Hillcrest Road and Henby Way broadly follows the distributional analysis of the approved development and it has been updated to reflect the latest illustrative masterplan layouts.</p> <p>Access proposals have been tested as part of the future planning applications. Analysis has been undertaken for all four sites, and the cumulative impact of all developments assessed. The figures will be included as part of our outline planning applications.</p>
25.	Are there any improvements needed for other local junctions including Hillcrest Road/Thunder Lane and Gordon Avenue/Harvey Lane and route to St William's Way?	<p>1. Harvey Lane/Gordon Avenue</p> <p>In accordance with the 2013 implemented consent, the junction of Gordon Avenue and Harvey Lane would be widened to improve safety and visibility. The junction continues to operate efficiently and within the limits of acceptable performance</p> <p>2. Hillcrest Road/Thunder Lane</p> <p>The impact of the proposed developments on the traffic at the Thunder Lane / Hillcrest Road mini roundabout has been assessed. The results show that the expected level of traffic and queueing at the junction are below the capacity threshold.</p> <p>3. Routes to St William's Way</p> <p>Within the Traffic Impact Assessment, the primary key routes at agreed junction locations have been assessed. It is acknowledged that there are three other local routes that could be used to travel from Gordon Avenue to St William's Way which include Margetson Avenue, Pilling Road (a bus route) and Thor Loke. The route distribution analysis has however identified the key routes that would generally be used for most trips and has focused on the primary junctions for assessment. Use of local roads to access St William's Way may be used on occasion however with three available routes and 10% of trips traversing to the north during the peak periods, it is considered that the level of usage would be minimal, and therefore these roads do not form major trip attractions or warrant detailed assessments.</p>
26.	Are you proposing any improvements to public transport?	<p>The Transport Assessment that has been undertaken considers existing public transport usage and future trends. Whilst there are objectives to promote and encourage the use of public transport, there remains high car usage patterns for the area. All the Sites can be serviced by the current public transport services, and in most cases the Sites are well positioned to avail of these services, in terms of accessibility.</p> <p>The highways authority, Norfolk County Council (NCC), has not, through the Pre-Application stages, made the applicant aware of any significant public transport capacity issues with the existing facilities or in relation to the future development scenarios.</p>



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27.	Why aren't you using other access points including White Farm Lane, Yarmouth Road and Harvey Lane?	<p>The proposed development of Langley South will be accessed via Yarmouth Road with no through route connection to Henby Way and Hillcrest Road except for emergency vehicles, pedestrians and cyclists. This allows the Site to operate independently and assist with good transport planning principles of dispersing traffic across the highway network.</p> <p>The Pinebanks and Langley North developments seek to use the approved and implemented access locations of previous planning permissions which have been deemed to be the most appropriate locations to facilitate vehicle access. Importantly, it should be noted that Pinebanks and Langley North would be split across two access routes, Hillcrest Road and Henby Way and therefore the impact would be shared across two local roads. There are no other feasible options – the Sites do not have direct access to Harvey Lane - that would facilitate access to the proposed developments.</p> <p>The development also encourages walking and cycling as modes of transport and provides pedestrian routes and cycle routes within the Sites as well as cycle parking and connections to existing pedestrian routes.</p>
28.	What has been done since 2011 to secure the access to the Langley South Site from Yarmouth Road and how will the issues associated with the former school be overcome?	<p>As part of the proposals to access Langley South from Yarmouth Road using the existing school access road, design considerations have been discussed with NCC and tested based on the expected demand generated by the development. To ensure the access would operate safely for pedestrians and vehicles, it is proposed to undertake upgrades and improvements to ensure that the existing access complies with NCC, BDC and Manual for Streets standards.</p> <p>The access in its current condition facilitated significantly more traffic to accommodate the former Langley South school Site when compared to the proposed development.</p> <p>It should be noted that the Langley South Site was only purchased towards the end of 2016.</p>
29.	What will be the effect on the Heartsease roundabout from the additional traffic generated?	<p>To understand the number of cars anticipated at the Pinebanks and Langley North Sites, traffic modelling exercises have been carried out at the key junctions that provide access to the Site. This analysis has shown that the number of additional vehicles expected to travel to and from the Heartsease roundabout is insignificant and does not justify further modelling of the junction.</p>
30.	The Berliet literature is confusing in terms of the use of the previously implemented access points – please can you clarify?	<p>The principle of access via both Henby Way and Hillcrest Road was established by the 2013 planning permissions.</p> <p>That permission has been implemented.</p>
31.	Will there be a 20mph speed limit on Henby Way and Hillcrest Road?	<p>This is not something that has been raised by NCC to date; we will be guided by NCC's requirements in these regards.</p>
32.	There was a quote in the press from John Mulhaire and comments concerning vehicle movements "in excess of 200 per hour" associated with the former Langley Prep School. What does this mean?	<p>The 200 vehicles per hour are in reference to the morning and afternoon peak hour periods. This data was obtained from surveys undertaken when the school was fully operational. The former school use generated considerable vehicle movements on Yarmouth Road, especially at peak times. This information will be summarised in the Transport Assessment.</p>
33.	Are there any plans to improve Henby Way and Hillcrest Road?	<p>Traffic modelling exercises have been carried out to assess the impact of traffic on Henby Way as well as Hillcrest Road and show that traffic generated is within the typically accepted network thresholds.</p> <p>Existing road conditions fall under the responsibility of the local highway authority. In this regard, NCC has not previously raised existing road condition issues with the applicant's consultants.</p>



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34.	How will Berliet avoid the emergency access between Langley and Pinebanks becoming a permanent run through?	It is anticipated that some form of a barrier would be adopted to prevent day to day traffic utilising this access and this will be detailed at the subsequent reserved matters stage.
35.	Will there be a crossing on Yarmouth Road?	Safe pedestrian crossings are catered for in the existing arrangements. On the section of Yarmouth Road near the Langley South Site there are footways on both sides of the carriageway and an existing signalised pedestrian crossing at the Yarmouth Road/Harvey Lane junction. On the section of Yarmouth Road near the Griffin Lane Site, there are also footways on both sides of the carriageway with a zebra crossing near the mini-roundabout with Pound Lane.
36.	Will the roads within the development be adopted?	It is expected that roads that fall within the red line boundary would be adopted. All internal roads will be constructed to adoptable standards.
37.	Will the Pinebanks Site include some form of vehicular barrier half-way across the Pinebanks Site to prevent a through route?	As agreed with NCC to ensure vehicles generated by the Sites are not reliant on a single access point, it is not proposed to provide a vehicle gate.
38.	Will Griffin Lane (the existing road) be retained?	Yes Griffin Lane will be retained.
39.	What do Berliet mean by the circular route at Langley South?	As shown in the Langley South Concept Plan shared during the public consultation, the proposed access road will loop around the Site from which further vehicular roads will branch off to provide access to the residential units.
40.	Have Yarmouth Road residents been consulted?	Yes, all comments received through our public consultation exercise have and will be recorded within our Statement of Community Involvement (SCI). This feedback has been shared with the design team to help inform the proposals. When the outline applications are submitted BDC will also consult on the proposals publicly.
41.	What will the new Griffin Lane access mean for vehicular access into Norwich?	Traffic modelling exercises have been carried out to assess the impact of traffic on the Yarmouth Road/ Pound Lane mini-roundabout and subsequently on the entry/ exit into Norwich. The results show that the development impact is minor when compared to the traffic generated by the already approved 71 dwellings at Griffin Lane.
42.	Will parking on-Site "end up like Dussindale where the cars are parked along the side roads"?	On-Site vehicle parking would be provided in accordance with the NCC and BDC standards based on the number and type of dwellings proposed.
43.	At what stage will the interconnectivity and public access be implemented?	This is to be developed in the reserved matters stage.
44.	Will the footpaths "through to School Lane" and one at Hillcrest Road be retained?	The two public footpaths will be maintained in their present condition and will not be restricted or altered.
45.	Could there be consultation with the community around names for the new roads?	Thank you for this suggestion which has been recorded. This is something that can be discussed further at reserved matters stage. The street naming and numbering authority (BDC) will be responsible for determining road names. BDC have a published "Street naming and numbering policies and procedures" guide available on their website.
46.	What assurances can you give to residents that the gravel pit at the top of Western Avenue will not form part of the proposed changes to the proposed Pinebanks development?	The pit area is included in the Woodland Management Plan and will be carefully managed to preserve and improve its current condition and wildlife habitats. As part of the woodland, arrangements will be made for its long-term management. While designated woodland, the grass areas in the bottom of the pit will be preserved and managed by periodic mowing. Natural regeneration of native trees on the fringe will be encouraged. It will continue to have free public access and be open for dog walking. There will be no disturbance to the geological interest on Site that will be preserved.



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47.	How many acres of the development will be managed as woodland?	The pit is included in the woodland area making the total amount of woodland on Site approximately 8.0 hectares almost 20 acres. This is a very significant area to be reserved for conservation in the heart of Thorpe St Andrew.
48.	What does the Woodland Management Plan entail including what is covered, possible partners, funding and public access?	<p>The woodland will be managed as a wildlife reserve in conjunction with local conservation bodies. This will include ancient and other woodland areas. The ancient woodland will be restricted access but there should be opportunities for local residents to become involved in the conservation work and restoration of the wood. Non-ancient woodland will be open for public recreation.</p> <p>Discussions are ongoing between TSATC, BDC and the Norfolk Wildlife Trust (NWT) over the Woodland Management Plan.</p> <p>The Woodland Management Plan has been fully costed and the whole 20-year programme will be funded by the developers. The bulk of the vital restoration work will be carried out early in the plan.</p>
49.	As owners of the stretch of woodland that lies in a ravine and was subject to a landslip last winter, what are you going to do to provide a permanent solution to this problem?	Berliet are aware of the landslip, however, they do not own the section that was damaged. Berliet will ensure that the sections of footpath in their ownership are kept in good condition, as far as is reasonable.
50.	There is an abundance of protected wildlife - How will these wildlife animal habitats be protected?	<p>Extensive bat surveys have been completed across the Site by the project ecologists. Their advice is that as the woods and veteran trees within the woods are all to be preserved, bat roosting Sites will be undisturbed, and the impact on the bat population will be minimal. The layout of the development at Pinebanks will preserve the north-south tree rows which will form a foraging route for bats across the upper part of the Site. The ecologists will provide recommendations for subdued lighting in public areas and along paths to avoid disturbance.</p> <p>Hedgehogs will not be impeded by the proposed ancient woodland fencing that will be raised off the ground. Improvement to the very dense lifeless areas of laurel and rhododendron will create better foraging areas.</p> <p>All woodland will be preserved intact; there are 19 veteran trees within the woods which will also be maintained together with the valuable deadwood features for the benefit of birds, bats and invertebrates. The woods will be for restricted access only and disturbance should be minimal.</p> <p>All wildlife habitats within the woodland areas will be protected including fox earths. Badger setts have statutory protection. However, no badgers or setts were noted in the ecological surveys of the Sites.</p>
51.	What provision will be made for existing wildlife to relocate before construction begins?	<p>The grass areas within Pinebanks and the Langleys which will be the focus for development Sites are regularly mown. The Ecological survey of the area revealed no reptiles at Pinebanks. At the Griffin Lane Site reptiles, including common lizards and grass snakes, will be encouraged to move off the construction areas by a combination of vegetation management and, if necessary, fencing and translocation. A project ecologist will be on Site prior to the commencement of construction to oversee any mitigation measures for species including translocation where necessary.</p> <p>The key point is that the best wildlife habitats; the Ancient Woodland at Pinebanks and the Langleys and the Marsh at Griffin Lane will be preserved and protected and form a refuge for wildlife across the wider Sites.</p>
52.	At a time of severe climate change and biodiversity crisis, this kind of development surely contradicts the national and local measures. What measures are you taking to help reverse these trends?	This development is unusual in that it aims not only to preserve an important yet degraded, ancient woodland but restore it and substantially improve the wildlife habitats and biodiversity within it. The scheme is a model of sensitive development that sets a high standard for others to follow.



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53.	How many car parking spaces will be provided for Griffin Lane marsh access?	The final number has not been decided but 8 to 12 spaces are envisaged. The car parking spaces will be reserved for visitors to the Griffin Lane Marsh or the NWT Thorpe Marsh Reserve. Interpretation boards including a map of the area and routes across the marsh and onwards towards Thorpe Marsh Reserve will be provided.
54.	What will happen to the existing pine trees around the Site?	The pine trees across the north of the Pinebanks development area will be largely retained within the new landscape structure. All woodland will be preserved intact; there are 19 veteran trees within the woods which will also be maintained and preserved together with the valuable deadwood features for the benefit of birds, bats and invertebrates. The woods will be for restricted access only and disturbance should be minimal.
55.	How do you prevent public access but still allow the movement of deer throughout the Site?	In places, particularly on the internal boundaries, the fencing will be replaced by dense vegetation allowing the deer free movement across and beyond the woodland area.
56.	What will happen to the pond on the Langley South Site?	A new shallow pond will be constructed in the woodland area to provide habitat for amphibians and invertebrates. The small pond within the old school buildings has become very overgrown. It is proposed to remove any native flora and fauna from it and re-locate them in the new pond if necessary.
57.	Fencing arrangements for White Farm Lane / School Lane, are they similar to that against the ancient woodland?	The fencing mentioned in the Management Plan is confined to the boundaries of the ancient woodland, however, where the School Lane footpath runs though the ancient woodland the fencing will be erected each side of the foot path. The fence will be chain link 1.8 m in height and raised at the bottom to allow access for small mammals. We do not have detail of other Site boundary fencing at this outline stage.
58.	How will construction be phased and where will the phases be located?	We envisage that the development will come forward in phases as dictated by the market. More information on phasing will be forthcoming at reserved matters stage.
59.	Where are the construction traffic routes to access the Site?	Construction routes will use the proposed vehicular access points and are described in detail in the Transport Assessment as part of the outline planning applications. A Construction Environmental Management Plan (CEMP) will be approved before development commences.
60.	When will construction commence, where will it start first, and how long it will take?	We envisage that the entire development (all four Sites) will be completed by 2029, but this will ultimately be dictated by market demand. Again, market demand will also dictate the phasing and a phasing plan is expected to be approved at reserved matters stage.
61.	What were the number of participants on the various webinars?	In total, 200 people attended over the course of the three-day public consultation webinars. On Wednesday 12 th May there were 113 attendees; on Thursday 13 th May there were 58 attendees and on Saturday 15 th May there were 29 attendees.
62.	Will the questions asked throughout the consultation be answered and available for public viewing?	A summary of the questions posed during the public consultation and the project team's responses will be made available on our website.
63.	Will copies of the plans be sent to individual homes and how can a copy of the presentation slides be obtained?	The webinar presentation slides are available on our project website alongside a recording of one of the live webinars. Once the outline planning application has been submitted all the plans will be publicly available on BDC's planning portal.
64.	What are the next steps in the consultation process?	Following the webinars, we have been compiling the responses and feedback. All the information we have gathered has been shared with members of the design team and has helped to inform the wider planning submissions. Following the submission of the outline planning applications a further opportunity to comment during BDC's statutory consultation process will be available to local residents and businesses.
65.	Query regarding the online comment form's ability to obtain a balanced viewpoint?	Our survey is designed to establish a broad understanding of residents' views around the development principles. For those residents who wish to share detailed thoughts and ideas, we have included a comment form online. We are considering all responses in relation to our plans and hope that the final applications reflect the aspirations set out by the local community.

