



**South
Derbyshire**
District Council
Community and
Planning Services

South Derbyshire Local Plan

PART 1



Adopted 13 06 2016

South Derbyshire Changing for the better

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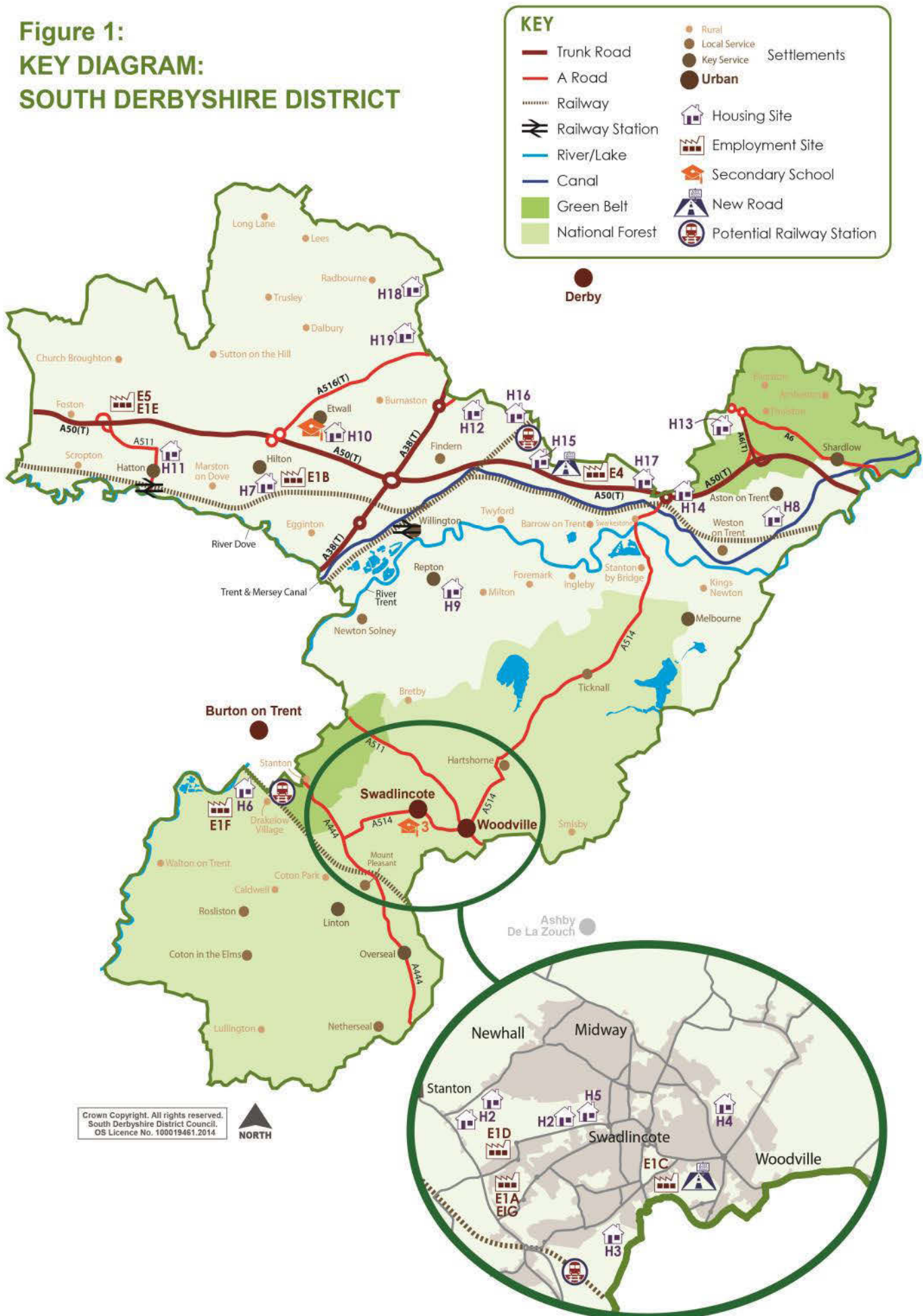
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Figure 1:
KEY DIAGRAM:
SOUTH DERBYSHIRE DISTRICT



1

Introduction

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INTRODUCTION

About this Local Plan

- 1.1 Decisions on planning issues affect everyone's lives. The Local Plan deals with the proposals for the amount and location of future housing, employment and infrastructure in its widest meaning for the period from 2011 to 2028 in a comprehensive and holistic manner. Having a plan in place will ensure that development does not come forward in a piecemeal manner but through a plan-led process.
- 1.2 South Derbyshire is one of the fastest growing areas of the country. With its central location in the UK and high quality of life that is set to continue into the future for current and future residents.
- 1.3 The challenge for the Local Plan is to make room for the new development we need in the District, in ways which enhance the quality of life for everyone. This means making sure new developments are of the highest possible quality, allow people easy and convenient access to jobs, essential day-to-day services and other services by walking, cycling, public transport and reducing the need to use the car.
- 1.4 It also means addressing as far as is possible the need for new school places, traffic congestion, climate change, flooding and housing that is affordable in choosing areas for development as well as conserving what's special about South Derbyshire's heritage and natural environment.

National Policy

- 1.5 The Government's planning policies for England are set out in the National Planning Policy Framework (NPPF) which requires that each Local Authority produce a Local Plan to reflect the needs and priorities of their own distinctive communities. The NPPF sets out that the overall purpose is to achieve sustainable development – described as being about a change for the better across economic, environmental and social matters.
- 1.6 The planning system is about helping to make sustainable development happen and must be a creative exercise in finding ways to enhance and improve the places in which we live our lives.
- 1.7 This creative exercise is the production of a Local Plan which the NPPF says should reflect the vision and aspirations of local communities, and must be prepared to contribute to the achievement of sustainable development. Local Plans need to be consistent with the principles and policies set out in the NPPF. It is important that whilst Local Plans should be inspirational they should also be realistic in setting out development opportunities and policies to realise this.

How will the Local Plan Part 1 be used?

1.8 This Local Plan will set the basis for deciding individual planning applications and will provide some certainty to residents, service providers and investors as to how and where development including infrastructure requirements is likely to take place over the Plan period. The Local Plan should be read as a whole as more than one policy may apply to any planning application.

1.9 It will also set the context for Parish Councils and other local neighbourhood forums in preparing Neighbourhood Development Plans.

1.10 The Local Plan is to be written in two parts as follows:

Part 1 - Is the strategic part of the Plan. It contains strategic policies comprising of: housing and employment allocations, spatial policies and development management policies.

Part 2 - to cover non-strategic housing allocations, detailed heritage and conservation policies, detailed retail policies, Green Belt review of anomalies, countryside policies and an educational policy for delivering land for a new secondary school.

1.11 Once both parts are adopted, the South Derbyshire Local Plan (1998) will be replaced in its entirety. The policies proposed to be superseded by Part 1 are listed in Appendix 1.

1.12 The Local Plan Part 1 contains strategic policies for the District:

Chapters 1 and 2 – includes Introductions to the Local Plan and a Spatial Portrait, which describes the District.

Chapter 3 – sets out the Vision for the District and strategic objectives that will enable the Vision to be met.

Chapters 4 – includes spatial policies for development in the District.

Chapters 5 to 9 – includes development management policies

Local Documents

1.13 The Local Development Framework (LDF) is a general term which refers to a wide range of documents which guide planning decisions in the local area. The Local Plan previously referred to as a Core Strategy is the most important document in setting out the overall vision and strategy for accommodating major development across the District.

1.14 Local documents that the Local Plan has taken account of through its production include:

- South Derbyshire Corporate Plan 2009-2014
- Housing Strategy 2009 - 2014
- Sustainable Community Strategy
- Derbyshire County Council documents including Derbyshire Sustainable Community Strategy

1.15 It is the intention of the Council to write supplementary planning documents (SPD's) on topic's that require further detailed information beyond that in the Local Plan policies. These will cover:

- Design: Guidance for assessing and proposing all types of development
- Car Parking Standards: Guidance on car parking standards and requirements on all developments
- Cycling & Greenway: Guidance and proposals on strategic multiuser routes for walkers, cyclists, horse riders and those with mobility difficulties.

Working within a wider Derby Housing Market Area (HMA)

1.16 The need for growth and development in South Derbyshire needs to be considered in the context of a wider functional HMA¹ which incorporates the City of Derby and the Borough of Amber Valley. The District is particularly closely linked with the City of Derby, with whom it shares strong associations in terms of housing, employment, transport and other infrastructure.

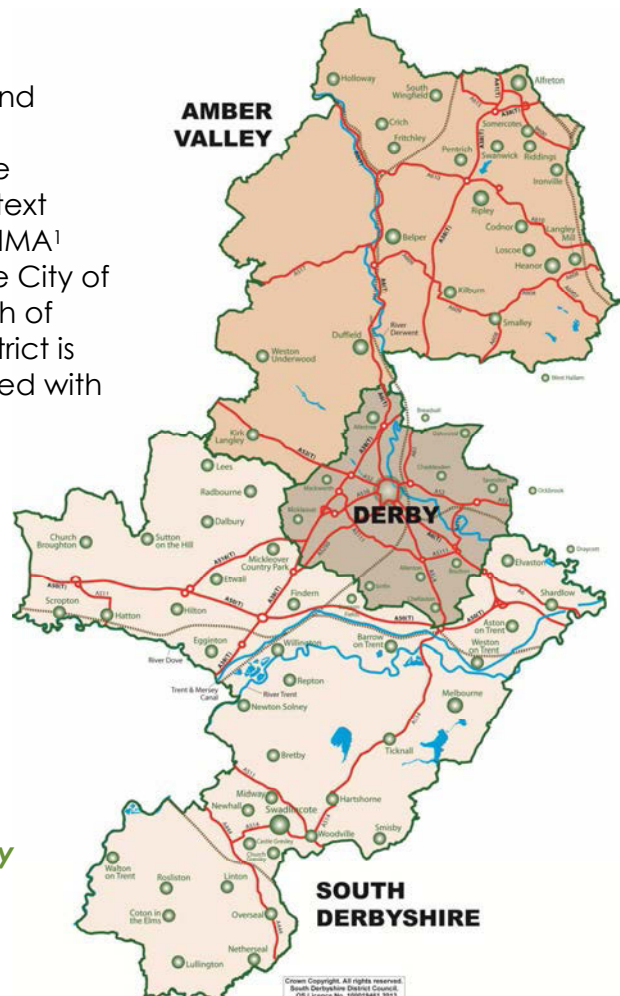


FIGURE 2: Map of Derby Housing Market Area

¹ A Housing Market Area is defined as the area within which at least 80% of heads of households search for a new property when they are not changing their job.

- 1.17 Given the close links between the three areas, we have aligned workings on Local Plans to ensure a coherent spatial strategy for the whole of the HMA. The aligned working started in 2009 and has led to numerous pieces of evidence been collected as a HMA.
- 1.18 This close working has been essential to ensure that the HMA as a whole is able to meet both its housing and employment needs and deliver the required infrastructure.
- 1.19 Whilst South Derbyshire is part of the Derby HMA, the further functional links into Ashby de la Zouch in North West Leicestershire and Burton upon Trent in East Staffordshire should be recognised. Swadlincote and the southern part of the District are influenced both by Burton and Ashby. Whilst parts of North West of the District closest to the East Staffordshire border are influenced by Burton.

Local Plan Process

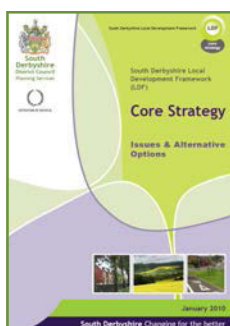
- 1.20 This Local Plan Part 1 is the culmination of extensive consultation that has been undertaken since 2009. Participation has been encouraged at every stage from a wide range of individuals, interest groups, public service providers, infrastructure providers, investors, land owners and developers. All consultation has been undertaken in accordance with our published Statement of Community Involvement.
- 1.21 Our Local Plan Part 1 takes into account the previous stages of consultation that we have undertaken. The stages of consultation are summarised below:

ISSUES AND IDEAS 2009

This consultation asked for people's ideas on a vision for South Derbyshire and the issues which needed to be covered.



ISSUES AND ALTERNATIVE OPTIONS 2010



This document built on the comments raised during the issues and ideas and set out the main alternative development options for delivering the overall growth strategy required by the East Midlands Regional Plan. It included an updated vision, a set of draft plan objectives and showed the location of all the main strategic housing site options.

NEIGHBOURHOOD PLANNING 2011

This consultation took the form of a round of public 'drop-in' events to explore at neighbourhood level the new Coalition Government's ideas on 'localism'. To aid discussion around people's communities and promote local action, we prepared eleven 'Area Profiles'. These set out locally distinctive information and a summary of the planning issues people had previously raised.



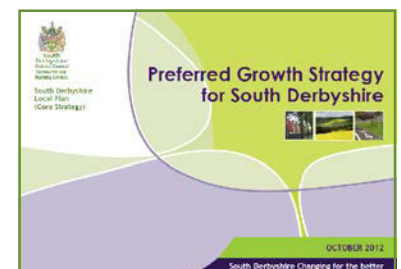
OPTIONS FOR HOUSING GROWTH DERBY HOUSING MARKET AREA 2011



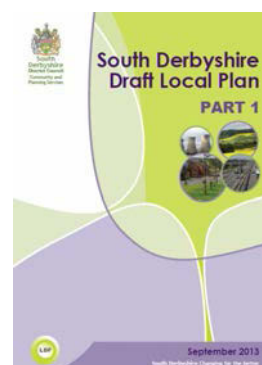
This consultation was undertaken across the Derby HMA. In anticipation of the revocation of the East Midlands Regional plan's housing targets, we asked for views on a range of housing growth 'scenarios' based on differing demographic projections. We also explored the sorts of locations we should consider for promoting house-building.

PREFERRED GROWTH STRATEGY FOR SOUTH DERBYSHIRE 2012

This document set out the preferred growth strategy for strategic employment and housing up to 2028. It explained our chosen housing target and how we intended to meet it through the selection of 'preferred sites'. The document also proposed a revised vision and strategy for the growth of the District.



DRAFT LOCAL PLAN PART 1 2013



The Draft Local Plan Part 1 sets out Housing and Employment provision required across the District up to 2028, together with Strategic and Development Management Policies. The consultation also included the Draft Sustainability Appraisal, Draft Consultation Statement and Draft Infrastructure Plan.

The Sustainability Appraisal assesses the likely significant social, economic and environmental effects of all the reasonable options we have considered, including the preferred strategy and policies. Produced alongside it was a Habitats Regulation Assessment (HRA).

The Infrastructure Delivery Plan sets out the infrastructure that is required across the District in order to help accommodate the growth of the District up to 2028.

The Consultation Statement sets out the consultation we have undertaken, how we undertook it and a gives a summary of the responses received and how they have been considered for each stage of the Local Plan process.

PRE-SUBMISSION LOCAL PLAN 2014

Following the consultation on the Draft Local Plan Part 1, the necessary changes were made and the Pre-Submission Local Plan Part 1 consulted upon. The accompanying documents (including the Sustainability Appraisal, the Infrastructure Delivery Plan and the Consultation Statement) were also updated where required. Representations made during this consultation were regarding soundness or legal and procedural compliance, including whether the Plan was in conformity with the Duty to Co-operate.



The Evidence Base

- 1.22 As well as having undertaken extensive public involvement, the Local Plan is supported by a robust and wide ranging technical evidence base. A list of the main evidence base documents that have been considered in producing this Plan can be seen at appendix 2.
- 1.22 The Sustainability Appraisal, (and associated Habitat Regulations Screening Assessment), Consultation Statement and Infrastructure Delivery Plan were consulted upon in later consultations. In order to ensure that the objectives and targets included in the Plan are met, it is important to monitor the performance of Plan policies. We have identified a range of indicators which are set out in the Implementation and Monitoring table. These Indicators include measurable targets which if not achieved will trigger further action to enhance plan performance. A monitoring report will be published each year that measures progress against the indicators.

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A Portrait of South Derbyshire

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A PORTRAIT OF SOUTH DERBYSHIRE

- 2.1 This portrait below the main characteristics that make South Derbyshire unique. It is helpful to reflect on this in thinking through what needs to change in the future and how this can be made to happen in the most sustainable manner.

South Derbyshire is a rural district in central England covering an area of over 112 square miles. It adjoins and is heavily influenced by the City of Derby to the north, Burton upon Trent to the west and Ashby-de-la-Zouch to the east. The town of Swadlincote, in the south of the District, is the main urban centre with a population of around 35,000.

For many years the District has been the fastest growing in Derbyshire and is currently one of the fastest growing areas in England. Official forecasts anticipate the population increasing from the current 95,000 to over 123,000 by 2035. The population is also becoming older and more diverse with implications for the types of housing, facilities and support services that will be needed in the future.

The District benefits from its central location in the UK and relatively good road, rail and air connections, although the south of the District is less well served in this respect. Transport links between the north and south of the District are relatively poor, and the Council will seek to take advantage of any opportunities to address this including through the enhancement of public transport as they arise.

The last twenty years or so has seen rapid housing growth with a variety of developments across the area for example at Swadlincote, Hilton and on the fringes of Derby. Whilst popular, in some cases they have developed without sufficient day-to-day facilities. Generally, the quality of design reflects the standards of the day when such developments were planned. However, as planned further housing growth takes place there will need to be considerable improvements to make sure that the new places created are of the highest possible quality of design and help to combat climate change through efficient use of energy and water. Equally, easy access to jobs, services and facilities by a choice of means of travel including public transport will be vital, including in the rural areas.

The right amount and types of housing will need to be provided in the future to meet people's needs. House prices remain unaffordable for many in the District and recent house price rises are likely to increase the number of people unable to afford to buy or rent a home in the District.

The District as a whole enjoys relative prosperity, with low levels of unemployment, although a dichotomy of economic problems does exist across the District. However, the situation has generally improved

over the past two decades as a result of successful regeneration initiatives. This process will continue through such proposals as the reclamation of poorly restored land in the Woodville area, through the provision of a new Swadlincote - Woodville Regeneration Route providing better access to Swadlincote and traffic relief in Woodville.

The local workforce is largely low-skilled and the proportion with no qualifications is above average. The presence of further education institutions in Derby, Burton upon Trent and, more recently, in Swadlincote may present an opportunity to address this.

A relatively large proportion of the workforce is employed in manufacturing. Major companies that have been attracted to the area include Toyota Motor Manufacturing (UK) Ltd, JCB Power Systems Ltd, Nestle UK Ltd. and Bison Concrete Products Ltd. In recent years, significant inward investment has taken place on business parks at Dove Valley and Hilton in the north of the District and Tetron Point at Swadlincote. Much employment growth over the plan period is expected to take place outside the traditional industrial uses, shifting towards such sectors as health and social care, as well as tourism and leisure. Office based employment is also expanding nationally and the Council is seeking to grow this element of the local economy.

Whilst significant new shopping and leisure development has been attracted to Swadlincote town centre, the High Street is characterised by traditional small shop units which may not be ideally placed to attract conventional new retail occupiers. The need to maintain foot fall and a vibrant town centre is important and, as part of this, the Council is working on major improvements to the public streets and spaces in the town.

The remainder of the District is predominantly rural with many villages of varying sizes. Considerable efforts have been made to conserve their character and some, such as Repton, Ticknall and Melbourne are of particular historic value. The villages and rural areas are attractive places to live and important for tourism, but a key challenge for the Local Plan will be to ensure their sustainability by promoting the right amounts and types of development. Limited access to high speed broadband is an issue in the north west and most southerly rural parishes of the district although there are plans for limited improvement through the Digital Derbyshire initiative.

Also in the rural area, the former Drakelow and Willington Power Station sites have been largely cleared and are currently the subject of proposals for new power generation facilities.

Local heritage is an important part of the unique character of the area with 22 Conservation Areas, over 700 listed buildings, 20 Scheduled Ancient Monuments and five historic parks and gardens.

These are safeguarded through a combination of careful design and grant schemes. There are threats, however, through new development and, in the case of the Scheduled Swarkestone Causeway, through regular damage from traffic.

Several major watercourses cross the District including the Rivers Trent, Dove, Mease and Derwent and approximately one fifth of the land area is within areas at risk of flooding.

South Derbyshire also contains numerous areas which are important for wildlife including the River Mease – a site of international importance – and six nationally and a number of nationally recognised Sites of Special Scientific Interest (SSSIs), together with many sites of local value. The southern part of the District lies within The National Forest – one of the country's most ambitious environmental initiatives. In addition to opportunities for further leisure and recreation, the Forest has potential for the creation of woodland based industries as well as a high quality environment for all types of new development.

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A Vision and Local Plan Objectives for South Derbyshire

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A VISION & LOCAL PLAN OBJECTIVES FOR SOUTH DERBYSHIRE

South Derbyshire Key Issues

- 3.1 Taking into account the content of local strategies, our emerging evidence base and the outcome of consultation we have undertaken, a number of key issues have been identified:
- South Derbyshire has the fastest growing population in Derbyshire and market needs suggest that around 12,618 additional homes are needed between 2011 and 2028.
 - The District's population is growing, ageing and diverse in its needs.
 - The cost of housing is unaffordable for many and the longer term trend is a growing gap between average earnings and house prices.
 - The District will need a more diverse economic base.
 - The causes and effects of climate change will need to be addressed through energy and water management.
 - As many residents work outside the District we need to ensure there are opportunities to both live and work in the District.
 - Levels of deprivation and skills vary through the District with particular pockets within the Swadlincote urban area.
 - There is increasing pressure on existing employment sites to be developed for housing.
 - Three quarters of the District is in agricultural use, but farmers and those in related businesses are facing increasing pressure to consider diversification.
 - New development will need to be accompanied by a wide range of infrastructure, services and facilities to address future and existing deficiencies.
 - Swadlincote has a growing retail, leisure and commercial role but needs to continue to grow and remain vibrant.
 - Public transport provision in some parts of the District is poor.
 - Local shops and services are becoming under increasing pressure in many rural communities.
 - The District has many historic, cultural, landscape and archaeological qualities which require protection and enhancement.
 - Much of the District lies within areas known to be at significant flood risk.
- 3.2 Having identified the key issues to be addressed, the starting point is to clearly express the overall **Vision** and **Strategic Objectives** that will help to achieve the vision for South Derbyshire.

A Vision for South Derbyshire

- 3.3 The below sets out the vision for South Derbyshire over the period from 2011 up to 2028:

The vision for South Derbyshire is one of sustainable growth, renewal and opportunity. By 2028, the economy will have grown with more jobs in a more diverse business environment supported by a more skilled workforce. Local communities will be healthy and inclusive and will have access to a range of jobs, housing, education, health, shops, services, facilities and green space by a choice of travel options including public transport and other non-car modes. Climate change and adaption will lie at the heart of our strategy and residents and businesses will be supported to make efficient use of resources and cope with the effects of climate change which are already anticipated - such as reduced water availability and increased flooding.

The strategy for growth will have delivered at least an additional 12,618 homes over the plan period and ensured the District's housing stock is better aligned to the needs of – and available to - everyone, irrespective of their stage of life, income or circumstances. The countryside, rivers, green spaces and networks which connect them, together with the District's cultural and heritage assets will have been protected and enhanced and the quality and diversity of the District's wildlife habitats will have been improved. New development will reflect and reinforce the District's many distinct landscapes and will protect the integrity of our most sensitive wildlife sites, landscapes and heritage assets. South Derbyshire will have continued to be a major ingredient in the success of the National Forest and the District will have become an increasingly important tourist destination in the region.

To accommodate growth, brownfield land and disused buildings will be brought back into beneficial use and major sustainable urban extensions to Derby will have been developed, providing a wide range of accommodation to meet the expanding housing needs of the City of Derby and South Derbyshire. The growth potential of Derby and these new urban extensions in particular, will have been unlocked through transport and other infrastructure improvements such as the provision of a new secondary school and other required local amenities.

Similarly, as South Derbyshire's principal settlement, Swadlincote will have expanded to the south, east and west, to cater for the needs of South Derbyshire's growing population and cementing the economic and commercial role of the town. The design of all major residential urban extensions will have been shaped by local people and

comprehensively designed to provide the highest possible quality living environments being sustainable, prosperous, safe, clean and energy efficient. A culture of good design will also have become established for all developments in the District.

Swadlincote will have become firmly established as a vibrant town in a high quality retail, residential, commercial, leisure and shopping environment. This will have been achieved through new development within and around the town and improved connections to the wider road network. In particular, substantial investment in leisure and civic facilities will have been developed to support the town's enhanced role as a major shopping and recreation destination. These developments will have complemented successful actions for encouraging investment into, and better management of Swadlincote Town Centre – guided by a dedicated Vision and Strategy. Such measures will have included the completion of public realm improvements, supporting business development, developing the outdoor market and hosting major events.

Major urban renewal will also have taken place in the wider Swadlincote urban area with the reclamation and re-development of underused and derelict brownfield land south of Woodville. The environment and job opportunities in the Area will have been significantly enhanced through the construction of the Woodville - Swadlincote Regeneration Route bypassing - and providing relief from traffic congestion at - the Clock Roundabout, opening up land for development and providing better links between Swadlincote and the A42 to the east.

Substantial housing and/or economic growth, facilities and infrastructure will also have been delivered in the key villages to meet the particular needs of those communities. This will have supported and balanced the significant expansion of employment in Hatton whilst providing some HGV traffic relief and potentially providing the first phase of a Hatton Bypass in the much longer term if needed. Similarly, substantial new provision of local infrastructure will have taken place at Hilton which may have been enabled through a measure of house-building and/or other development.

The vitality and viability of Melbourne town centre will also have been sustained through a combination of careful control over land uses in the core shopping area and more widely through enhanced leisure and cultural facilities.

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

Local Plan Strategic Objectives

3.4 The Local Plan objectives were identified following the Issues and Ideas Consultation in 2009 and the draft objectives were consulted upon during the Issues and Alternative Options Consultation in 2010. They have subsequently been amended to reflect the findings of the Sustainability Appraisal and further consultations that have taken place.

1. To ensure future development is locally distinctive and environmentally, socially and economically sustainable through the achievement of design excellence, addressing the causes and effects of climate change and reducing waste and pollution.
2. To ensure the needs of an ageing population, and a higher than average proportion of younger people, are recognised in shaping all aspects of our communities.
3. To enable, support and promote a robust and diverse economy, resistant to downturns and providing a strong base for sustainable growth which respects environmental limits and safeguards natural resources.
4. To ensure the District's housing stock is decent, suitable and affordable, meets community need and is balanced with access to employment opportunities.
5. To ensure our communities are safe, clean, vibrant, active and healthy.
6. To ensure sustainable living and working in urban and rural communities.
7. To reduce the need to travel and to encourage necessary travel to be by sustainable modes of transport, providing access to jobs, shopping, leisure, services and facilities from all parts of the District.
8. To ensure the social, physical and green infrastructure needed to support strong growth levels is provided at an appropriate time and made accessible to our communities.
9. To respect and enhance the varied character, landscape, cultural, heritage and natural environment of our fast growing District.
10. To make the most of the economic, social and environmental opportunities presented by the District's central location within the National Forest and promote the continued growth of local tourism and leisure offer across the whole of the District.
11. To make optimum use of previously developed and under-used land and bring empty and derelict buildings into reuse subject to wider sustainability considerations.
12. To enhance and develop the role of Swadlincote town centre and its wider urban area as a focus for living, working, shopping and leisure.
13. To ensure growth in South Derbyshire is co-ordinated with development in adjoining areas both within and outside the Derby HMA.

4

Spatial Strategy - A Plan for Growth

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SPATIAL STRATEGY - A PLAN FOR GROWTH

Spatial Strategy Introduction

- 4.1 This chapter sets out the overall spatial policies that will help achieve the Strategic Objectives and ultimately the Vision that has been set out for South Derbyshire.
- 4.2 The Spatial Strategy is about harnessing the opportunities of sustainable growth to secure positive benefits for the District's residents and employers. This means using development as a means of delivering not just much needed homes and business accommodation, but also other important community benefits where they are most needed such as reclaiming derelict land, supporting local shops and services, improving the local environment, providing required infrastructure and addressing the causes and effects of climate change.
- 4.3 At the heart of the policies are decisions over the amount and locations for accommodating future large-scale development for both housing and employment. The decisions are based on careful consideration of wide ranging technical evidence and the views of local people, employers, the development industry, statutory consultees and service providers. The Consultation Statement explains in more detail how representations received to successive stages of public consultation on the emerging Local Plan have helped us judge the balance on this.
- 4.4 The overall strategy is one of ambitious growth. In line with the NPPF, the Plan reflects a general presumption in favour of sustainable development taking into account the economic, social and environmental impacts the Plan will have.
- 4.5 The NPPF makes clear the Government's intention to increase the number of homes built and that Local Plans should be prepared in order to meet objectively assessed housing needs. Objectively assessed housing need is essentially the number of homes required within a period of time and in order to calculate it requires an understanding of the population trends and projections, household growth (including migration), workforce and economic needs and existing housing stock. The starting point for estimating household need is CLG household projections, which is recognised by the NPPG.
- 4.6 The Government's shift towards localism has meant we have been able to consider afresh the benefits of where we locate our housing and employment sites. The three Local Authorities of the Derby HMA; Amber Valley District Council, Derby City Council and South Derbyshire District Council and in discussion with Derbyshire County Council have considered how the projected growth needs can most sustainably be distributed between the three Council areas.

- 4.7 Fundamental to the strategy is the HMA's recognition that Derby City is unable to make provision for all its own housing needs within its own boundary. The City is only able to provide 11,000 dwellings over the period to 2028.
- 4.8 This means a collective approach is needed to ensure development needs across the wider Derby area are properly met. As a result, over the plan period at least 12,618 dwellings will be built within the District, of which 9,605 dwellings are to meet South Derbyshire's objectively assessed housing need and 3,013 dwellings are in part to meet Derby City's unmet objectively assessed housing need.
- 4.9 As part of this collective approach, the authorities have worked together to ensure that optimum possible use is made of derelict and other previously developed sites and premises, to ensure opportunities for brownfield regeneration are taken. This will reduce the need for the loss of greenfield land particularly on the edge of Derby City, although to achieve the planned growth across the HMA will mean the unavoidable loss of some greenfield land.
- 4.10 As well as building new homes, it is important that new development should boost the economy and create accessible jobs. In order to address this the Derby HMA also considered the amount of new employment land that is needed and how that can be accommodated in the most suitable locations across the three Local Authorities.
- 4.11 The Council also wants to ensure that with all the new development that is to take place across the District that the environmental performance of the new buildings is as sustainable as possible.
- 4.12 The new development across the District will bring with it additional traffic which in some places in the District already is an issue. Mitigation measures will be put in place where possible to reduce the impact of the new development. The use of non-car modes of travel will always be encouraged and incorporated into developments where appropriate.
- 4.13 Retail development is limited in South Derbyshire due to its location between larger City centres of Derby and Nottingham and also a wider choice in Burton Upon Trent. However, retail development in Swadlincote will be encouraged to continue the upward change that has occurred over the last few years.
- 4.14 A further consideration within South Derbyshire is the two areas of Green Belt that fall within the District's boundary; a part of the Nottingham – Derby Green Belt and the majority of the Burton – Swadlincote Green Belt. The NPPF makes clear that Green Belt should be protected from development unless exceptional circumstances

exist and that any change to the Green Belt needs to be undertaken through a Local Plan review.

- 4.15 The following two policies offer an overall strategy for guiding development in the District to 2028 in a way that most closely supports sustainable development along with regeneration and increased prosperity in each of the settlements in the District. This overall strategy is followed by a policy referring the presumption in favour of sustainable development which is at the heart of the NPPF.

Policy S1 Sustainable Growth Strategy

South Derbyshire will promote sustainable growth to meet its objectively assessed housing and commercial needs in the plan period 2011-2028.

This strategy will be developed through this part of the Local Plan – Part 1 with development allocations made alongside development management policies which will continue into Part 2 of the Local Plan.

The two parts of the Local Plan will ensure that the economic, social and environmental objectives set out in this Plan are fully addressed:

- i) Over the plan period (2011 – 2028) at least 12,618 dwellings will be built within South Derbyshire. The housing sites required will be met on a mixture of brownfield and greenfield sites with encouragement given to the re-use of previously developed land.**
- ii) Retaining, promoting and regenerating employment development on sites in urban areas and other locations which already are, or could be in the future, well served by infrastructure, including public transport.**
- iii) Provide new infrastructure to support the growth across the District. This will include new transport and education provision, and other services and facilities. This will be undertaken through obtaining appropriate planning obligations from future development and working alongside key stakeholders to ensure that existing and future requirements are considered.**
- iv) Supporting and encouraging tourism within the District which makes an important contribution to the local economy. The District Council support The National Forest objectives including the increase of woodland cover. There will also be encouragement for healthy lifestyles through leisure pursuits, open space and greater accessibility for residents.**
- v) It is essential that the District's heritage assets, landscape and rural character are protected, conserved and enhanced.**

In bringing forward new development the Council will seek to ensure that the schemes respond to and address environmental and social issues including the need to tackle climate change, improve the quality of the built and natural environment, minimise resource use and improve access to services and facilities.

Policy S2 Presumption In Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to seek solutions, which mean that proposals secure development that improves the economic, social and environmental conditions in the area.

Planning applications received by the Council that accord with the policies in the Local Plan Part 1 & 2 (and where relevant, with policies in neighbourhood plans) will be dealt with positively and without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- i) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the national planning policy framework taken as a whole; or
- ii) specific policies in that framework indicate that development should be restricted.

Environmental Performance

4.15 In 2010 the Government announced the need for an industry led examination of housing standards, to find a way to simplify them. Through this review the Government has acknowledged that it is not always possible or desirable to require a single national standard for all new development, and that local discretion is, in some circumstances, necessary. The Housing Standards Review proposed the introduction of new powers in the Building Act which will enable different levels of performance where these are necessary to meet certain local

circumstances. As part of the review the Government has also deleted the Code for Sustainable Homes.

- 4.17 However, the Government's proposed approach to housing standards does not restrict developers from bringing forward, or adopting their own voluntary standards to ensure that new developments are sustainable and contribute to the delivery of sustainable homes and businesses.

Policy S3 Environmental Performance

The Council will support developers in bringing forward more sustainable homes and commercial properties by supporting the Governments drive towards improved housing standards including in respect of access, space standards, security, water and external waste storage where specific justification exists for seeking higher standards locally than set out in Building Regulations.

The Council will work collaboratively with developers, and other organisations wishing to bring their own environmental or social sustainability standards to market for utilisation on a voluntary basis.

Explanation

- 4.18 The environmental performance of new buildings is not determined solely by the technical specification of the building itself. Other factors such as site wide infrastructure delivery (such as the integration of sustainable drainage systems), or the delivery of biodiversity gain on site could make a meaningful contribution to improving the quality and environmental performance of individual buildings. The Plan as a whole seeks to ensure that development delivers sustainable development at the building and site scale to ensure the delivery of homes fit for the future.

South Derbyshire Housing Growth 2011 - 2028

- 4.19 The Localism Act and the NPPF introduce a requirement for local authorities to plan on a larger than local scale under the statutory Duty to Co-operate. This means that adjoining councils should work together to meet the development needs collectively of the area, particularly where these needs cannot be wholly met within the local authority area. As part of the Derby HMA South Derbyshire has worked in an aligned manner with Derby City and Amber Valley Borough Council since 2009.

Policy S4 Housing Strategy

Provision will be made in this plan for at least 12,618 additional dwellings over the plan period.

The dwellings will be split between the Local Plan Part 1 and 2 as follows:

- A Part 1 – Strategic sites (greater than 99 dwellings) allocated to accommodate the majority of the housing target.**
- B The Part 1 allocations are to be made according to the following strategy:**
 - Urban Areas – Swadlincote, edge of Derby and the edge of Burton upon Trent**
 - Key Service Villages – strategic sites in Aston on Trent, Etwall, Hatton, Hilton and Repton.**
- C Local Plan Part 2 –600 dwellings will be allocated across non-strategic sites (less than 100 dwellings).**
- D The Council will maintain a five year rolling land supply of specific deliverable sites with additional buffers in accordance with the NPPF.**

Explanation

- 4.20 The most important element is deciding the growth needs of the three Local Authorities is the evident fact that the City of Derby is only able to accommodate 12,500 net additional dwellings within its boundaries over the plan period – a figure insufficient to meet its projected needs of over 16,000 dwellings. The remainder of the City's housing need was therefore appropriately to be met in close proximity to Derby City to help address the City's shortfall both within South Derbyshire and Amber Valley. This further reinforced the need for South Derbyshire to work collaboratively as part of the Derby HMA.
- 4.21 Our future housing needs were initially assessed at a HMA, rather than at a District level. Preliminary consultation on housing needs was undertaken jointly in 2011 as a joint HMA wide consultation. It was based on nationally published projections of population and household growth at a Local Authority level.
- 4.22 Following this, it was agreed that a more specific analysis was required so the Derby HMA authorities commissioned a housing requirement study (HRS)² to assess the extent to which nationally produced population and household projections are appropriate when taking

² The Housing Requirement Study 2012 (GL Hearn and Partners and Justin Gardner) is a key evidence base document which can be viewed at www.south-derbys.gov.uk

into account the local circumstances. This study was followed by an up date to the objectively assessed housing need which was published in the SHMA³ which took account of newly available census 2011 data, re-evaluated some aspects of the methodology and the wider evidence that has come about through the SHMA process.

- 4.23 The HRS study and the update through the SHMA concluded there is a demographic need for 35,354 additional homes for the period 2008 - 2028 throughout the Derby HMA. However this was updated again through sensitivity testing undertaken in March 2014 which considered the updated period 2011 – 2028 and found that the total housing need in the HMA was considered to be 33,388 dwellings. The following table shows the distribution of the assessed housing need across the Derby HMA authorities:

Table 1: Housing target across the Derby HMA 2011 - 2028

Local Authority	Housing Target 2011-2028
South Derbyshire	12,618
Amber Valley	9,770
Derby City	11,000
TOTAL	33,388

- 4.20 This scale of growth represents a substantial increase in the housing stock of the Derby HMA and is considered to be at the upper level of what the market will be able to deliver taking account of past build rates and the economic conditions. This level of growth would also allow for an aspirational rate of economic growth and strike an appropriate balance between making provision for in-migration to the HMA for work and non-work purposes and avoiding the HMA becoming a 'dormitory' area with unsustainable levels of out-commuting.
- 4.25 The proposed distribution reflects the fact that the least constrained options for physical extensions to Derby predominately, but not entirely, lie in South Derbyshire. The distribution also reflects that Amber Valley has many constraints including the Derwent Valley World Heritage Site and Green Belt surrounding their Market Towns though does have a significant development opportunity at Cinderhill, near Denby.
- 4.26 The proposed distribution also reflects the fact that the amount of growth proposed in Amber Valley plans for employment growth as opposed to virtually none at all.

³ The Strategic Housing Market Assessment (SHMA) 2013 (GL Hearn and Partners and Justin Gardner) is a key evidence base document which can be viewed at www.south-derbys.gov.uk

4.27 It should be noted that in planning for an additional 12,618 dwellings in South Derbyshire, the following need to be subtracted to give a reflection of what is required from the Local Plan moving forward:

- Dwellings which have already been completed since 1 April 2011.
- Unimplemented planning permissions for dwellings as at the point being monitored from and unimplemented sites already allocated in the South Derbyshire Local Plan 1998.

4.28 Allowance is also made for estimated future losses of existing dwelling stock of around 200 dwellings between 2011 and 2028.

Delivering Economic Growth

4.29 South Derbyshire has been through a process of regeneration in recent decades, characterised by high levels of inward investment, the growth of key local employers and the rapid development of The National Forest. Much of the physical legacy of the coalfield era and past industries has been superseded by new business and redevelopment on brownfield sites.

4.30 Despite the recent global economic downturn, many headline economic indicators, such as unemployment and economic activity, remain positive. However, pockets of deprivation persist both in urban and rural parts of the District. The population of the southern parishes generally has lower levels of educational achievement and skills than that of the northern parishes and whilst the north of the District has benefited from good communications and the creation of new employment along the A50 corridor, progress in the south of the District has been slower. However, the presence of The National Forest in the south of the District has assisted greatly in the improvement of the local environment and thus the attraction of investment and expansion of the visitor economy. Likewise recent large scale public and private sector investment in Swadlincote town centre has greatly enhanced and expanded the town's retail core.

4.31 Due to its location, the District will always be strongly influenced by the fortunes of adjacent settlements, in particular Derby, Burton-on-Trent and Ashby, as well as major employers such as East Midlands Airport and Rolls Royce, all of which provide employment for South Derbyshire residents. Nevertheless, new businesses will need to be established within the District and existing businesses assisted in diversifying into new products and technologies. This will require the raising of skills levels amongst the local workforce. The presence of the Burton and South Derbyshire College campuses in Swadlincote and Burton-on-Trent and the University of Derby will assist in addressing this.

4.32 The District will also need to be able to offer the sites, premises and associated infrastructure to attract inward investment in the form of

strategic development sites and an accommodating policy stance on economic development in the remainder of the District. In addition, to allow communities to gain maximum benefit from investment links between areas of need and opportunities such as training and employment will need to be enhanced. Transport will be a key issue in the future, particularly in the Swadlincote urban area which would benefit greatly from improved connectivity to the national trunk road network. Access to high speed broadband is also increasingly important.

- 4.33 Greater employment in, for example, managerial and professional jobs will be necessary to create a stronger, more diversified economy. Encouragement will be needed for sectors offering growth potential, such as the visitor and woodland economies.
- 4.34 The Local Enterprise Partnership (LEP), D2N2, covers Derbyshire and Nottinghamshire. Its Strategic Economic Plan makes the case for Government funding from the Single Local Growth Fund to help meet its objectives. This will be combined with EU and local funding, from the public and private sectors.
- 4.35 The vision of the LEP is to make the area more prosperous, better connected and increasingly competitive and resilient. In realising this vision, the LEP will focus on transport manufacturing, life sciences, food and drink manufacturing, construction, the visitor economy, low carbon goods and services, transport and logistics and creative Industries.
- 4.36 The Strategic Economic Plan aims to create 55,000 jobs between 2013 and 2023. A range of measures is proposed to assist in achieving this. In regard to land use related activity, the Plan seeks to ensure the provision of sites and premises both to allow indigenous businesses to grow and to attract inward investment. It also seeks the provision of transport and broadband infrastructure to support growth and to accelerate the delivery of housing, which is seen as an important component of economic growth. The delivery of commercial and residential development will be partly achieved by helping partners to address constraints to implementation.
- 4.37 Priority actions will include the development of Infinity Park at Sinfen Moor in Derby, which will focus on advanced engineering sectors, including aerospace, rail and automotive manufacturing. The South Derby Integrated Transport Link, flood alleviation, and other Infrastructure works will assist in the delivery of employment space, information and communication technology, business and technology support.
- 4.38 There will also be place-based projects to help deliver key sites through targeted access and other infrastructure measures. These will

include the Woodville - Swadlincote Regeneration Route, aimed at assisting in the delivery of development at Occupation Lane in Woodville, and other strategic connectivity interventions to bring forward employment land in the southern Derby area. It also identifies infrastructure to unlock strategic growth opportunities in the wider Derby area, including access to the proposed Drakelow Park development.

- 4.39 In regard to tourism and leisure across the LEP area as a whole, the Plan identifies a need for capital investment in visitor attractions.
- 4.40 At the District level the South Derbyshire Partnership represents the key vehicle for addressing local economic development issues. The Partnership brings together representatives from the public and third sectors involved in economic development, with representative bodies and individual businesses from the private sector. The Partnership's **South Derbyshire Sustainable Community Strategy** draws attention to the need for economic diversification to improve resistance to downturns and provide a strong base for sustainable growth; to ensure the workforce has the right skills to gain access to employment opportunities and to maximise the potential of the National Forest to support growth in tourism and the woodland economy.
- 4.41 South Derbyshire's economic vision is: ***"To promote greater economic wellbeing in South Derbyshire, in order that it becomes a healthier, more prosperous and safer place to live with better jobs and prospects for local people and businesses."***
- 4.42 This will be implemented through three key objectives:
- Raising productivity by enabling people and business in South Derbyshire to become more competitive and innovative.
 - Ensuring sustainability by providing the infrastructure for businesses and communities to thrive in South Derbyshire
 - Achieving equality by helping people in South Derbyshire to realise their full potential
- 4.43 These objectives will be achieved through the pursuit of the following "ambitions":
- Raising skill levels, promoting a culture of learning and improving training facilities
 - Attracting inward investment and encouraging reinvestment by existing businesses
 - Developing tourism and the woodland economy, maximising the potential of The National Forest to address rural issues
 - Providing business support and innovation assistance, particularly in key growth sectors

- Improving accessibility to opportunities, particularly employment and training
- Providing sites and premises for future employment needs, co-ordinating provision with transport and other infrastructure
- Continuing the revival of Swadlincote town centre as a service centre and focus for the community and visitors.
- Overcoming employability barriers to entering the workforce, particularly among people facing multiple challenges and
- Raising aspirations and expectations, particularly amongst young people.

4.44 The District Council will contribute to the objectives set out for tourism in The National Forest Strategy 2004-14 and **Vision and Action Plan for Sustainable Tourism in The National Forest** (2009). For further information, reference should be made to the Council's Economic Development Statement, 2013.

Policy S5 Employment Land Need

Provision across a range of sites, including allocations, will be made for the development of a minimum 53 ha net additional land for industrial and business development in support of the Economic Strategies of the Council and the D2N2 Local Enterprise Partnership.

Explanation

- 4.45 The "Derby HMA Employment Land Review: Forecasts Update" provides the starting point for calculating the overall employment land requirement. This updates demand forecasts set out in the Derby Housing Market Area Employment Land Review, published in 2008, taking account of economic changes and population growth assumptions using a range of forecast approaches. It is considered by the HMA authorities that the most appropriate methodology for determining the overall employment land requirement for the HMA is the "policy-on labour supply scenario". This takes ONS figures for jobs growth in the area and adjusts them to take account of the HMA housing growth target.
- 4.46 It has been calculated that there is a need for 276 ha to meet B1, B2 and B8 employment land needs across the HMA during the plan period, including compensation for anticipated losses of established employment land and premises.
- 4.47 This requirement has been divided between 3 areas; the Derby Urban Area – Derby City and development adjacent but outside the City boundary, the remainder of South Derbyshire and the remainder of Amber Valley. It has been split on a proportionate basis, reflecting the distribution of new housing development between these areas.

4.48 On this basis, the requirement for each area is as follows:

Table 2: Employment land requirement

Area	% of Housing Growth	Employment Land Need 2008 - 2028	Developed 2008 - 2011	Outstanding Requirements 2011 - 2028
Derby Urban Area	55.8	154 ha		
Remainder of Amber Valley	25.1	69 ha		
Remainder of South Derbyshire	19.1	53 ha	10.73ha	42.27ha
TOTAL		276 ha		

4.49 The March 2014 housing sensitivity analysis resulted in an upward revision of the housing target and subsequent adjustments to the split of the housing between the three areas. However, the HMA local authorities concluded that any resultant change to the extent of the employment land requirement across the HMA as a whole and within each of the three areas would be negligible in scale. Therefore, no further adjustments have been made.

4.50 In the "Remainder of South Derbyshire" area, development completed between 2008 and the Local Plan base date of 2011 measured 10.73 ha. Deducting this from the overall requirement of 53 ha leaves a total of 42.27 ha to be developed during the plan period. Details of employment land allocations can be seen in Chapter 6.

Sustainable Access

4.51 Accessibility is essential to meeting economic, educational, social and leisure needs. Measures to maximise accessibility must seek to minimise detrimental impacts on the environment, amenity, safety and the efficient operation of transport infrastructure and services whilst encouraging healthy lifestyles.

4.52 Growing reliance upon the private car has given rise to highway congestion; increased air pollution; reduced physical activity; community severance and other detrimental impacts. The NPPF indicates that planning should seek to reduce the need to travel and encourage modal shift away from the use of cars and heavy goods vehicles towards public transport, cycling, walking and rail freight. The objectives of transport policy are to support economic growth and reductions in greenhouse gas emissions and congestion.

4.53 The goals of the Derbyshire Local Transport Plan are to support a resilient local economy, tackle climate change, contribute to better safety, security and health, promote equality of opportunity, improve quality of life and promote a healthy natural environment. Key priorities include efficient transport network management, improved local accessibility and healthier travel habits, better safety and security and the provision of new infrastructure. This policy will assist in the achievement of these goals within South Derbyshire.

Policy S6 Sustainable Access

A The Council will seek to:

- i) minimise the need to travel;**
- ii) make the most efficient use of transport infrastructure and services;**
- iii) encourage modal shift away from the private car and road based freight toward walking, cycling, public transport and rail freight; and**
- iv) support transport measures that address accessibility, safety, amenity, health, social, environmental and economic needs, both current and forecast.**

B This will be achieved by seeking:

- i) patterns of development that enable travelling distances to be minimised and that make best use of existing transport infrastructure and services;**
- ii) the provision of new or enhanced walking, cycling, public transport and rail freight services and infrastructure and, where needs cannot be met by the aforementioned means, highway and car/lorry parking infrastructure; and**
- iii) the use of promotional measures and improved communication to encourage sustainable travel.**

Explanation

4.54 The above policy sets out the overarching strategy for achieving sustainable accessibility in the District through the land use strategy and transport measures. The detail of how this policy will be implemented is set out in policies contained in the Infrastructure Chapter.

Retail

- 4.55 Town centres provide a broad range of facilities, services and employment opportunities and are a focus for the community and public transport. They play a key role in helping achieve sustainable development by becoming the focus for new development that encourages both urban regeneration and multi-purpose shopping and leisure trips, which directly help to reduce the number and length of car-borne journeys.
- 4.56 Swadlincote town centre has undergone significant streetscape investment in recent years. This, combined with the private investment at Morrisons, 'The Pipeworks' and the extension at Sainsbury's supermarket has improved Swadlincote's retail and leisure offer.
- 4.57 The second largest shopping area within the district is Melbourne which serves a local catchment area, primarily for convenience goods.
- 4.58 In addition the district also contains local centres at Church Gresley, Hilton, Newhall and Woodville serving their immediate communities with a range of retail facilities.

Policy S7 Retail

The role of Swadlincote Town Centre will be supported and enhanced where possible. A Town Centre boundary shall be established through Part 2 of the Local Plan alongside considering the role of the other retail provision in the District.

The urban extensions to Derby City will be expected to include some retail provision on site that is appropriate to the size of the development and will not be detrimental to existing retail provision.

Explanation

- 4.59 The Council will continue to develop Swadlincote Town Centre and retain provision within the District.
- 4.60 The Council will work with developers to ensure sufficient retail provision is provided to support urban extensions to Derby City, without detriment to existing retail provision.

Green Belt

- 4.61 The southern part of the Nottingham –Derby Green Belt (1,705.9 ha) lies within South Derbyshire's administrative boundary and covers the

north east corner of the District covering the villages of Elvaston, Thulston, Ambaston and to the edge of Shardlow. The Nottingham – Derby Green Belt surrounds the city of Nottingham to prevent it from merging with Derby City and also surrounding towns and villages merging.

- 4.62 The Burton – Swadlincote Green Belt (686ha) covers the area in between the two towns and prevents Burton upon Trent from merging with Swadlincote. The area covers predominantly greenfield land with some built up ribbon development at Stanton along the A444 and Bretby along the A511.

Policy S8 Green Belt

The principal, general extent and permanence of the Nottingham-Derby Green Belt and Burton – Swadlincote Green Belt within South Derbyshire is supported and maintained. Measures to improve public access to the Green Belts and improve connectivity to the built up areas adjacent to the Green Belts will be encouraged.

There is a presumption against inappropriate development within the Green Belt and development proposals received within the Green Belt will be assessed against national policy.

To better reflect Green Belt in the Boulton Moor area due to the development of the A6 spur and A50 the following alterations to the Nottingham - Derby Green Belt are to be made:

- i) a triangular parcel of land measuring around 12.5 hectares immediately to the east of the A6 and south west of Thulston, will be included within the Green Belt**
- ii) an area of 11.5 hectares of land to the north of Shardlow Road and to the west of the A6 Alvaston by-pass, shall be deleted from the Green Belt**

In addition, Green Belt boundaries will be reviewed through the Local Plan Part 2, to amend any existing anomalies since the adoption of the Green Belt.

Explanation

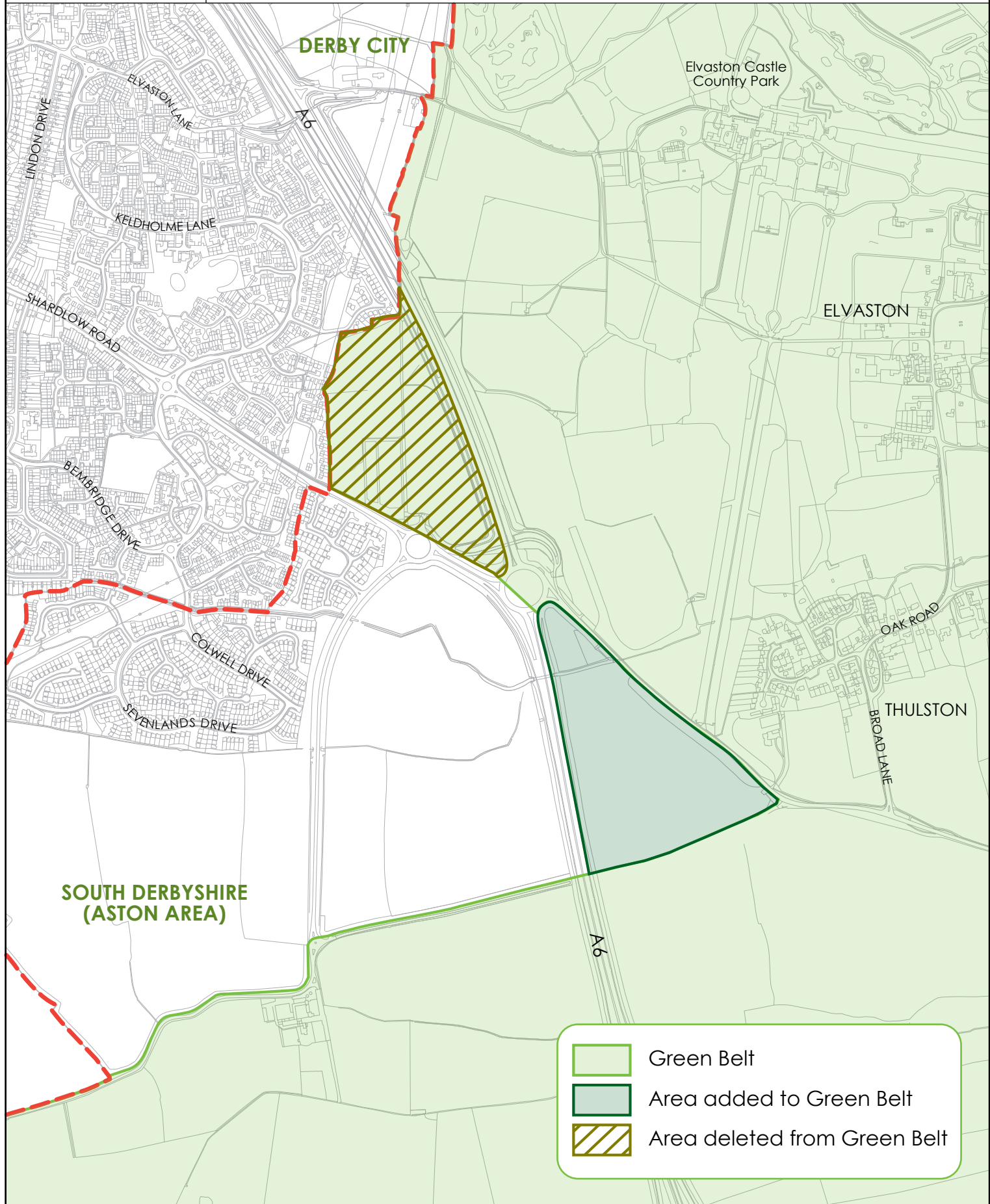
- 4.63 The Green Belt is a long established and successful planning tool, which prevents the coalescence of Derby and Nottingham cities and also that of Burton upon Trent with Swadlincote.
- 4.64 The southern part of the Nottingham – Derby Green Belt lies within South Derbyshire's administrative boundary and covers the north east

corner of the District, covering the villages of Elvaston, Thulston, Ambaston and to the edge of Shardlow. The Nottingham – Derby Green Belt surrounds the city of Nottingham to prevent it from merging with Derby City and prevents surrounding towns and villages from merging.

- 4.65 The Burton – Swadlincote Green Belt covers the area between the two towns and prevents Burton upon Trent from merging with Swadlincote. The area covers predominantly greenfield land with some built up ribbon development at Stanton along the A444 and Bretby along the A511.
- 4.66 In accordance with the National Planning Policy Framework (NPPF) the Council is committed to protecting Green Belt land, unless exceptional circumstances can be demonstrated.
- 4.67 In 2012 a technical assessment of the Nottingham – Derby Green Belt was undertaken by South Derbyshire District Council, Amber Valley Borough Council, Derby City Council, Derbyshire County Council and Erewash Borough Council. The assessment considered the area of Green Belt within South Derbyshire and provides the rationale for the Green Belt alterations.
- 4.68 The study concluded that there may be opportunity to amend the Green Belt boundary specifically in the Boulton Moor area, due to the construction of the A50 and A6. The study states that these roads now form a physical feature on the landscape and an area bounded by London Road and the A6 spur appears land locked and no longer contributes to the openness of the Green Belt. In addition, an area of land south west of Thulston now appears to perform a Green Belt role and could be incorporated into it. The change will increase the amount of Green Belt within the District.
- 4.69 The area to be included within the Green Belt (east of the A6 and south west of Thulston) is part of housing allocation H13. The Green Belt land will form the open space including formal playing pitches associated with the housing development at Boulton Moor.
- 4.70 In addition, the NPPF seeks to enhance the beneficial use of the Green Belt. Measures to improve public access to the Green Belt will help achieve this.



Policy S8: Green Belt



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Housing

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HOUSING

Introduction

- 5.1 The scale and distribution of housing growth within the District from 2011 to 2028 is a key policy area, with resulting implications for other policy areas in the Local Plan. As a fast growing District, housing in South Derbyshire is in high demand and the policies below seek to ensure that new housing is delivered whilst balancing the needs of existing and future residents in terms of accessibility to jobs and services.
- 5.2 The housing site policies within this chapter include site specific requirements, individual to the particular site to which the policy refers. Each housing site allocation included in this Local Plan will be subject to the normal process of granting of planning permission and the necessary conditions and planning obligations. Whilst not all possible contributions are listed, in the specifics of a policy, such contributions as education, transport and health would be expected, as would be the case for any such planning application, whether the site be allocated in the Local Plan or not.
- 5.3 Each of the housing site allocations are shown on a map alongside the policy. The site boundary indicated on the maps illustrates the full site, not just the developable area. As such landscaping, additional buffers, open space and roads will be included within the site area shown.
- 5.4 It is a requirement of the NPPF that the expected supply of market and affordable housing is set out in a housing trajectory for the plan period. In order that this can be kept up to date, it will be published in a housing supply paper rather than as part of this Plan.

Housing Distribution

Around Swadlincote and the Villages

- 5.5 Swadlincote is the largest urban area within South Derbyshire and in order to support the continuing revival of the town and achieve regeneration on brownfield land there is a need to accommodate further housing growth, specifically for Swadlincote.
- 5.6 Alongside Swadlincote, it is also important to support strategic development in some key villages in South Derbyshire where this would deliver distinct benefits to those communities and support new and existing services and facilities.
- 5.7 The following table shows the land supply currently within the Swadlincote and Villages area including the Local Plan allocations. Information regarding land supply including detailed information will

be updated through a 5 year housing land supply paper¹ which is published on the Council's website.

Table 3: Land supply within Swadlincote and Villages area

STRATEGIC SITE ALLOCATIONS - SWADLINCOTE & VILLAGES	No. of Dwellings
Land north of William Nadin Way/West of Depot	600
Land in the vicinity of Church Street/Bridge Street and Moat Street	350
Broomy Farm	400
Depot housing site, Darklands Road, Swadlincote	158*
Drakelow Power Station, Drakelow	2,239 ⁽¹⁾
Land off The Mease, Hilton	485*
Former Aston Hall Hospital	74*
Land off Longlands, Repton	124* ⁽²⁾
Willington Road, Etwall	199*
Land to the north east of Hatton	400
OTHER	
Part 2 allocations	600
Windfalls	450

Notes:

(1) Around 1,200 dwellings are expected to be built out during Plan Period.

* Dwelling numbers changed on allocated land through planning applications from submitted Plan.

Fringes of the Derby Urban Area

- 5.8 A large part of the northern boundary of the District adjoins Derby City which offers many services and facilities including transport infrastructure. In considering future locations for housing growth, the sustainability of Derby City was a factor to consider alongside the need for South Derbyshire to provide homes to ensure that Derby City meets its assessed housing needs.
- 5.9 Aligned working with Derby City has allowed Derby wide urban area impacts to be considered and appropriate cross boundary sites to be brought forward.
- 5.10 In general, our transport assessment work indicates that road congestion around the City is a key issue, and it will be important to mitigate the effects of development so far as possible. Although development in all locations poses problems in this regard, there is greater potential for serving major new development by a choice of modes of transport, particularly to the south and south east of the City. Bus patronage in particular appears to be much more difficult to achieve on sites to the west of the A38.

- 5.11 The impact on the trunk road network is also a key concern and development to the west of the A38 is likely to cause significant problems in terms of traffic which is likely to seek to cross it. In this regard, the Highways Agency remains concerned over additional development in this area in advance of the implementation of grade separation improvements to key junctions on the A38. Whilst trunk road and local highway concerns to the south and south east of the city are serious issues too, the strategic site development options proposed in this Plan will be supported by considerable new infrastructure which, over the wider network as a whole, will largely mitigate the effects of accommodating the scale of development proposed.
- 5.12 In particular, a new 'South Derby Integrated Transport Link' is proposed, connecting a new road (already committed) providing access to the Derby Global Technology Park (the 'T12 road') to Stenson Road at Stenson Fields. This will be sufficient to largely mitigate the effects of development proposed at Sinfin/Stenson Fields, and provide the optimum solution in managing traffic over the road network in southern Derby as a whole.
- 5.13 The availability and scope for providing new secondary school places through extensions will not be sufficient to cater for the projected pupil numbers arising from the scale of development proposed.
- 5.14 School Place planning work undertaken jointly with Derbyshire County Council and Derby City Education Authorities and also local schools shows that at least one new secondary school is required. The Council's work with the County and City is on-going and potential locations are in the process of being filtered down to the most appropriate location. Funding options are also being considered. The location of the new secondary school will be identified in the Local Plan Part 2. Information will be updated through the Education position paper on the Council's website.
- 5.15 Development to the south and south east of the City is also capable of being contained within firm southerly defensible boundaries offered by the A50 where the landscape is better able to accommodate major development, in contrast to some areas further west which would result in more obvious intrusions into attractive open countryside.
- 5.16 Accordingly the following sites/broad locations are identified for development and are each shown on an individual map.

¹ The 5 year housing land supply paper can be viewed at www.south-derbys.gov.uk

Table 4: Land supply on the Derby Urban Edge

SITES	No. of Dwellings
Highfields Farm	1040*
Boulton Moor (Phase 1, 2 and 3)	1,950
Chellaston Fields	500
Wragley Way	1,950 ⁽¹⁾
Primula Way, Sunny Hill	500
Holmleigh Way, Chellaston	120*
Hackwood Farm	290
Land west of Mickleover	1,650 ⁽²⁾

Notes:

(1) Around 1,000 dwellings are expected to be built out during Plan Period.

(2) Around 1,400 dwellings are expected to be built out during Plan Period.

* Dwelling numbers changed on allocated land through planning applications from submitted Plan.

The Settlement Hierarchy

- 5.17 The overall strategy for the distribution of housing for the period of this Plan is led by allocations that will be made through both parts of the Plan. However, it is accepted and in line with the NPPF that other sites will need to be considered throughout the lifetime of the Plan and Policy H1 will ensure that development is directed towards the more sustainable settlements.
- 5.18 The settlement boundaries will be reviewed through Part 2 of the Plan as many will need re-drawing due to growth that has either taken place or is expected to take place through the allocations made (in both parts of the Plan). It does not mean that any new opportunities that arise will not be considered by the Council but the intention is to manage development within the District.

Policy H1 Settlement Hierarchy

The Settlement Hierarchy is based on the range of services and facilities that are offered by each settlement. The level of development for each settlement will be of a scale appropriate to the size and role of that settlement. As planning applications are received the merits of each individual site will be assessed through the Development Management process.

The distribution of new development outside of allocations over the period of this Plan will be in accordance with the Settlement Hierarchy below:

1 Urban Areas – the urban areas of Swadlincote including Woodville, adjacent to Derby and adjacent to Burton upon Trent

2 Key Service Villages

Aston on Trent	Etwall
Hatton	Hilton
Melbourne	Overseal
Repton	Shardlow
Willington	Linton

For the above two tiers, development of all sizes within the settlement boundaries will be considered appropriate and sites adjacent to settlement boundaries as an exceptions or cross subsidy site as long as not greater than 25 dwellings.

3 Local Service Villages

Coton in the Elms	Findern
Hartshorne	Mount Pleasant
Netherseal	Newton Solney
Rosliston	Ticknall
Weston on Trent	

For the above tier, development of sites within the settlement boundary will be considered appropriate and sites adjacent to settlement boundaries as an exceptions or cross subsidy site as long as not greater than 15 dwellings.

4 Rural Villages

Ambaston	Barrow upon Trent
Bretby	Burnaston
Cauldwell	Church Broughton
Coton Park	Dalbury
Drakelow Village	Egginton
Elvaston	Foremark
Foston	Ingleby
Kings Newton	Lees
Long Lane	Lullington
Marston on Dove	Milton
Radbourne	Scropton
Smisby	Stanton
Stanton by Bridge	Sutton on the Hill
Swarkestone	Thulston
Trusley	Twyford
Walton on Trent	

For the above tier development of a limited nature will be allowed

- i. within the settlement boundary where applicable or adjacent to as a exceptions or cross subsidy site as long as not greater than 15 dwellings.
- ii. Or of limited infill and conversions of existing buildings where no settlement boundary.

5 Rural Areas – areas outside of the defined settlements listed above.

Due to the lack of services and facilities and defined settlement boundaries, only development of limited infill and conversions of existing buildings will be acceptable.

Explanation

- 5.19 Once strategic and smaller scale development sites have been allocated, the hierarchy will provide the basis for assessing planning applications for development on unforeseen 'windfall' sites.
- 5.20 Careful and on-going monitoring of changes in services and facilities will be undertaken and, where necessary, adjustments will be made to the hierarchy in future reviews of the Plan.
- 5.21 In line with the hierarchy, the Strategy directs larger development sites to those areas which offer a degree of self-containment in terms of availability of everyday services and facilities. In particular, priority is afforded to those places which are served by high quality public transport services offering sustainable travel at frequent intervals throughout the day and evening to employment and higher order service destinations. Similarly, the availability of a convenience shop offering a range of day-to-day goods, combined with other community and civic facilities are recognised as being essential Ingredients to sustainable communities.

Housing Site Policies

Policy H2: Land north of William Nadin Way, Swadlincote

- 5.22 The site consists of three housing parcels on land to the west of Swadlincote which fall within the area from Park Road in the west, to the current Council Depot in the east and south to William Nadin Way. A golf course and driving range is currently under construction on the central part of the wider area. On the north and east boundaries of the site lies residential development and employment development lies beyond William Nadin Way on the southern boundary of the site.
- 5.23 The site represents former mineral workings and is now classed as greenfield land. There is some landfill on part of the site. The site lies within the National Forest.
- 5.24 Access to the site will be off William Nadin Way for the parcel of land to the east of the site and Park Road for the other two parcels of land

to the north east and west of the site. The site is likely to be phased with the largest parcel of land, to the east of the site, to come forward first.

- 5.25 Swadlincote town centre is less than 2km away to the east and as such the site is accessible to a range of shops, services and community facilities, public transport as well as employment opportunities across Swadlincote.

POLICY:

A Residential development on Land north of William Nadin Way, Swadlincote for around 600 dwellings.

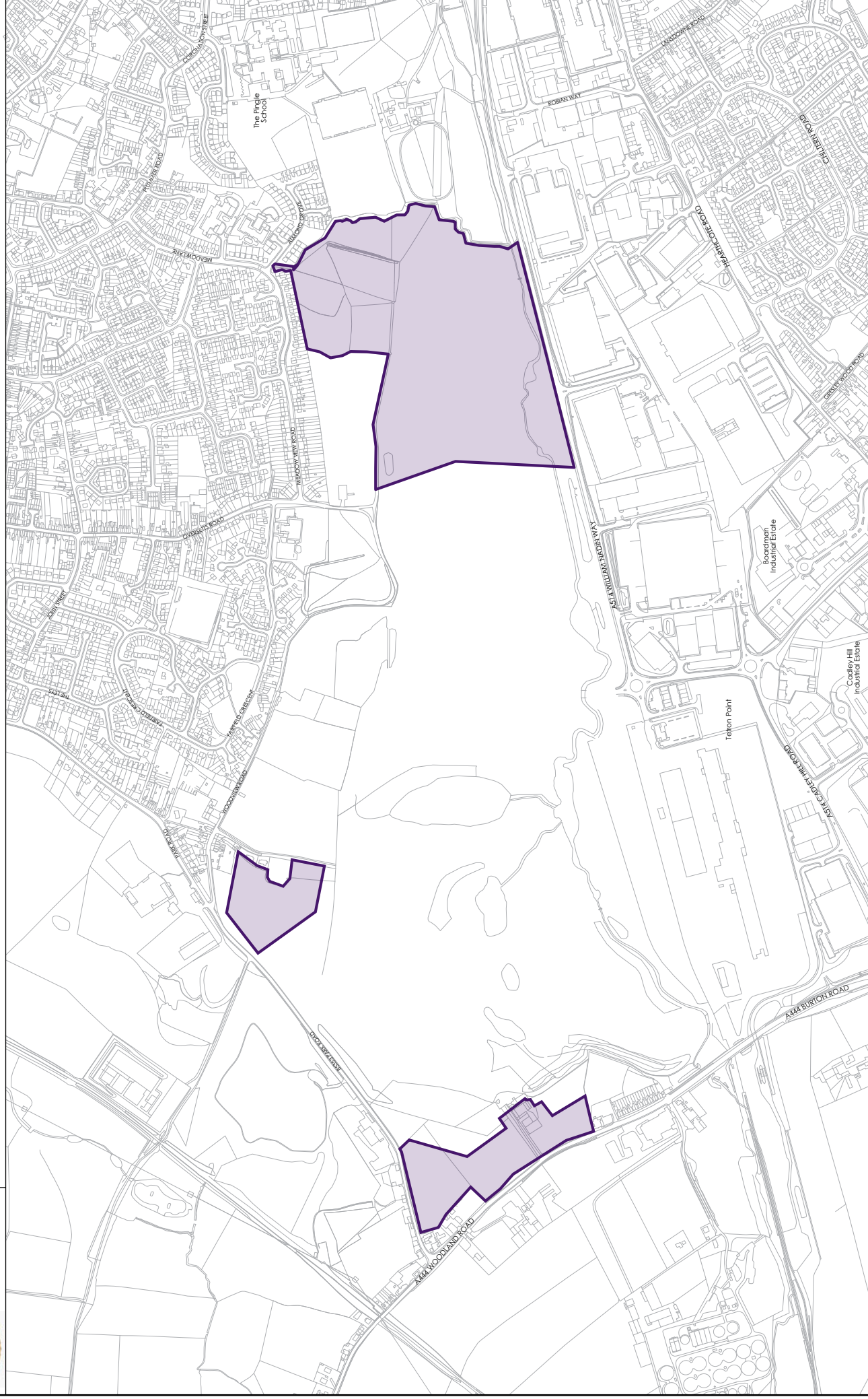
B The Council will require the below listed site specifics and accordance with other Local Plan policies:

- i) Consider the site holistically with other development and open space enhancement opportunities;**
- ii) A mix of dwelling types shall be provided across the three parcels of land which complement each other;**
- iii) The provision of recreational and community facilities;**
- iv) The presence of Coal Mining Legacy and resulting potential for unstable land will require the submission of a Coal Mining Risk Assessment in support of planning applications;**
- v) An appropriate buffer in agreement with the Council to be placed around the Breach Ley Farm Meadow County Wildlife Site;**
- vi) An appropriate easement along watercourses on the site free of built development;**
- vii) Provide high quality cycle and pedestrian links both within the development and connecting to existing and proposed networks, including NCN63 Burton to Leicester route.**
- viii) Developer Contributions to be made towards the provision of a new Household Waste Recycling Centre in the Swadlincote area.**



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Housing Policy 2: Land North of William Nadin Way, Swadlincote



Policy H3: Land at Church Street/Bridge Street/Football club site, Church Gresley

- 5.26 This location is made up of three sites. The principal site lies adjacent to Church Gresley, is a greenfield site and is contained by residential development on the north and east boundary of the site and National Forest Planting (Church Gresley Wood) to the south and west of the site. The smaller site lies in close proximity to the principal site and is also adjacent to the built up area of Church Gresley. The site is vacant brownfield land that was formally a pottery. The existing football ground lies to the north of the principal site and is currently used by Gresley FC.
- 5.27 Swadlincote Town Centre is 2km to the north; the A444 lies to the west and the A514 and A511 to the east. The sites are accessible to a range of shops, services and community facilities including St George's Primary School. Additional land for the extension to St George's Primary school will be secured through the development of the principal site. The development of the wider location offers the opportunity to provide for an extension to St George's Primary School and a replacement football club for Gresley FC on the smaller site (Bridge Street), as they have outgrown their current premises. All the sites lie within the National Forest.
- 5.28 Access to the principal site is expected to be from Rockcliffe Close and access to the smaller site for the proposed replacement football ground will be from Bridge Street.

POLICY:

A Residential development on Land at Church Street/Bridge Street/Football club site, Church Gresley for around 350 dwellings.

B The Council will require the below listed site specifics and accordance with other Local Plan policies:

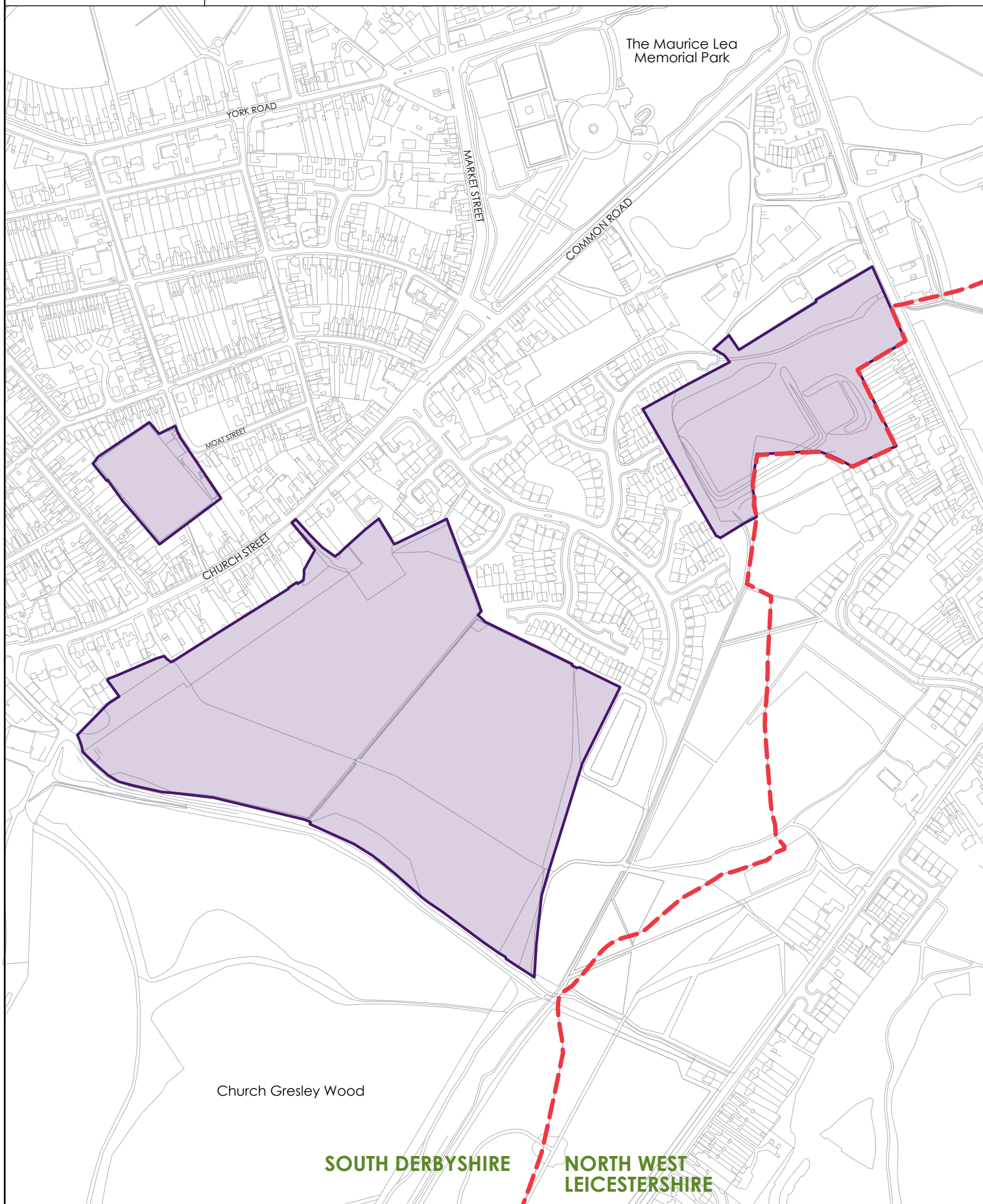
- i) Developer contributions for additional land to enable an extension to St George's Primary School;**
- ii) Residential development of the Moat Street site will only be permitted when the provision of an appropriate replacement facility site has been secured;**
- iii) Measures will be used to protect the separate identity of Albert Village and the amenity of nearby occupiers by mitigating against undue adverse visual impacts;**
- iv) Access points to serve the sites shall be developed**

appropriately;

- a) Principal Church Street site – access to be from Rockcliffe Close;**
 - b) Bridge Street proposed football club site – access from Bridge Street;**
 - c) Existing Gresley FC site – access from Moat Street;**
- v) The presence of coal mining legacy and resulting potential for unstable land will require the submission of a Coal Mining Risk Assessment in support of planning applications;**
- vi) Provide high quality cycle and pedestrian links both within the development and connecting to existing and proposed networks, including NCN63 Burton to Leicester route and the CONKERS circuit.**
- vii) Developer Contributions to be made towards the provision of a new Household Waste Recycling Centre in the Swadlincote area.**



Housing Policy 3: Land at Church Street/Bridge Street/Football Club Site, Church Gresley



Policy H4: Land at Broomy Farm, Woodville

- 5.29 Land at Broomy Farm lies adjacent to the built up area of Midway and Woodville. The site falls across the Hartshorne and Woodville Parish areas. The site sits behind Granville secondary school. The site currently comprises agricultural fields that are interspersed with hedgerows and trees along the boundaries. Within the western part of the site there is a disused railway cutting. The site lies within the National Forest.
- 5.30 Development of the site would form an infill of the area between Woodville and Midway. The site is contained by development on the west, east and southern boundaries of the site and the countryside in-between Woodville and Hartshorne on the north eastern boundary which also contains buildings related to Broomy Furlong. A landscape buffer on this side of the site will help mitigate the development impact on the surrounding countryside and create a new defensible urban edge.
- 5.31 Swadlincote Town Centre is 2.6km away to the south west. Woodville provides a range of services and facilities accessible from the site.
- 5.32 Development of the site would generate additional traffic, which would need to be managed on the A514, the A511 and the Clock Island junction. Provision of a link road from the A514 to the A511 through the site will help mitigate the developments impact on the surrounding road network.

POLICY:

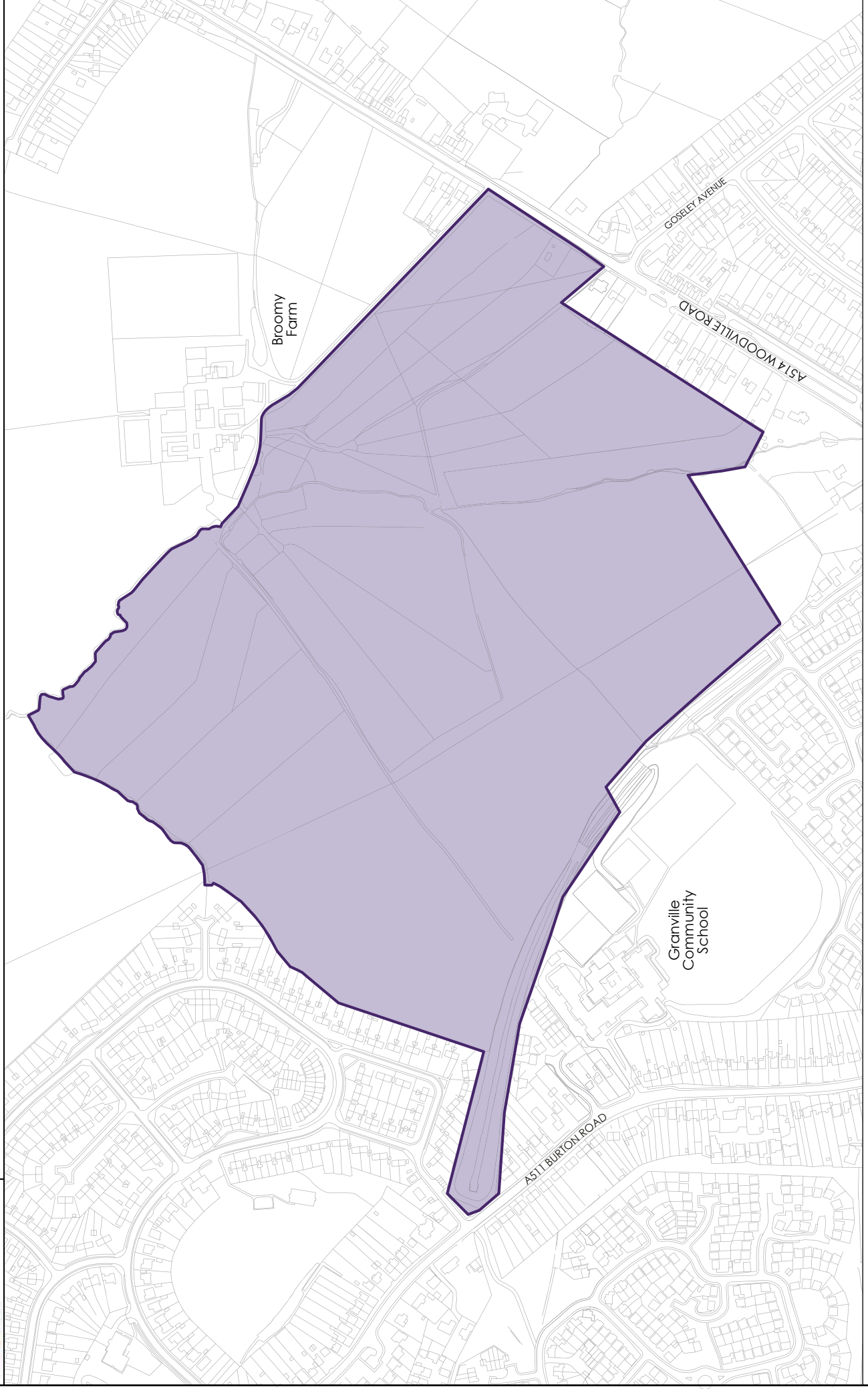
- A Residential development on Land at Broomy Farm, Woodville for around 400 dwellings.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) A significant green buffer and landscaping on the north east boundary of the site, to help soften the housing development impact on the surrounding rural landscape creating a new urban edge and linking into the surrounding green infrastructure;**
 - ii) The provision of a road from the A514 to the A511 through the site, to help mitigate the development's impact on the surrounding road network and contributions toward any other means to mitigate the transport impact of the development. The road link will need to be designed appropriately to avoid the use of the road as a 'rat - run';**

- iii) High quality pedestrian and cycle links shall be provided within the site and connecting to existing and proposed net works;
- iv) A strategy to deal with foul water associated with site development to be submitted alongside any development proposal;
- v) Consideration of improvements in community facilities in the surrounding area;
- vi) The hedgerow along the watercourse shall be retained where practicable and a significant buffer to the southern edge of the site shall be provided to help reduce the housing development landscape and visual amenity impacts from viewpoints to the south.
- vii) Developer Contributions to be made towards the provision of a new Household Waste Recycling Centre in the Swadlincote area.



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Housing Policy 4: Land at Broomy Farm, Woodville



Policy H5: Council Depot

5.33 The Council Depot lies to the north west of Swadlincote Town Centre and is well related to the built up area of Swadlincote. The site is accessible to a range of shops, services, community facilities, public transport as well as employment opportunities across Swadlincote. To the west of the housing is land to the north of William Nadin Way which is allocated for 600 dwellings.

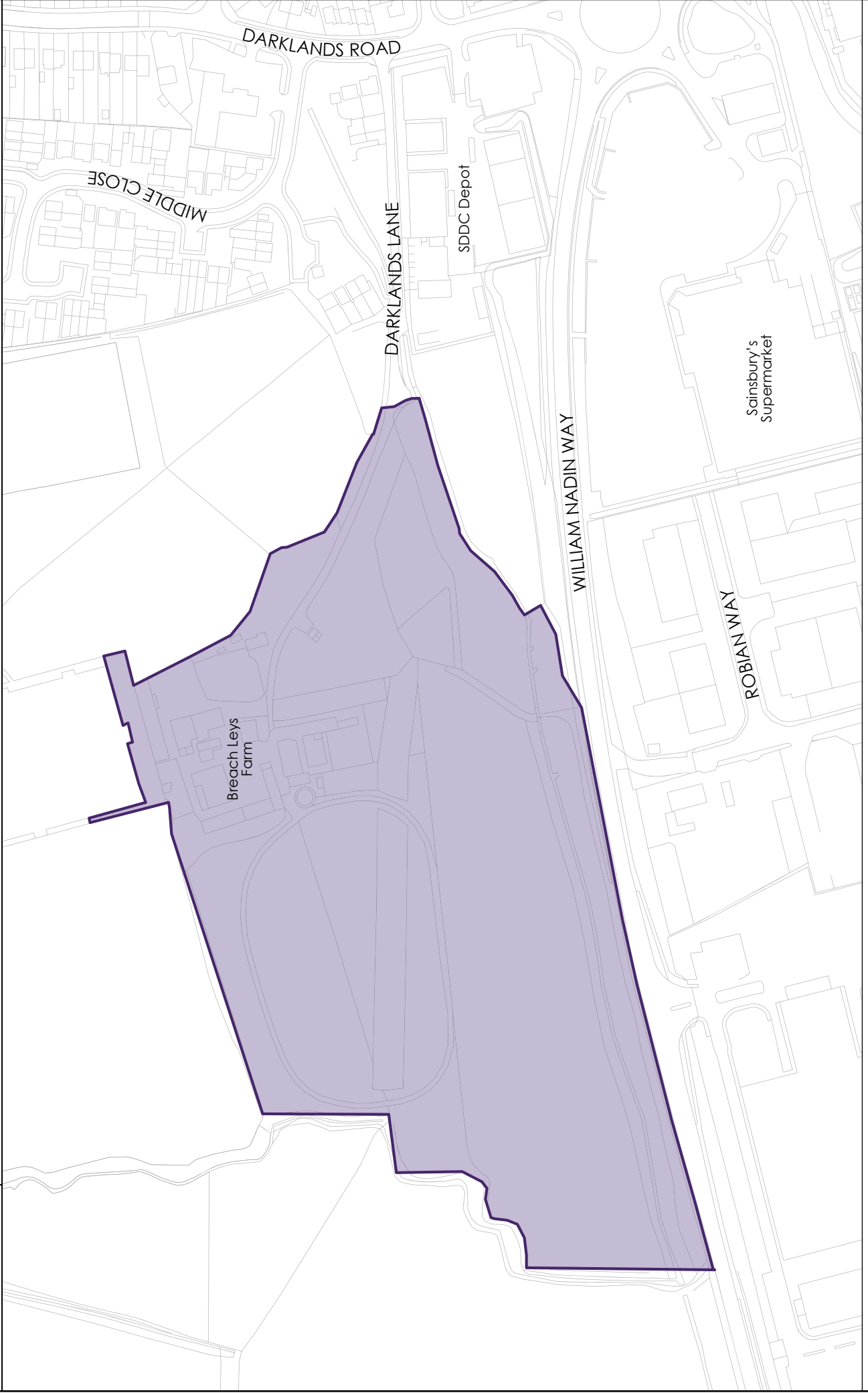
POLICY:

- A Residential development on land at the Council Depot for around 158 dwellings.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
 - i) Landscape features of the site shall be retained;**
 - ii) No development shall take place in areas of high flood risk around the Darklands Brook;**
 - iii) The presence of Coal Mining Legacy and resulting potential for unstable land will require the submission of a Coal Mining Risk Assessment in support of planning applications;**
 - iv) High quality pedestrian and cycle links, including National Cycle Route 63, both within the site and connecting to surrounding networks.**
 - v) Developer Contributions to be made towards the provision of a new Household Waste Recycling Centre in the Swadlincote area.**



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Housing Policy 5: Council Depot, Swadlincote



Policy H6: Drakelow Park

5.34 Drakelow Park, at the site of the former Drakelow Power Stations (A and B), is predominantly brownfield land which is to the south west of Burton on Trent in East Staffordshire and is approximately 3km away from Burton on Trent.

5.35 The site relates well to the existing urban area of Burton upon Trent. The development will be phased and it is crucial that a comprehensive approach to the delivery of the site is undertaken to ensure that infrastructure is delivered at the right time.

POLICY:

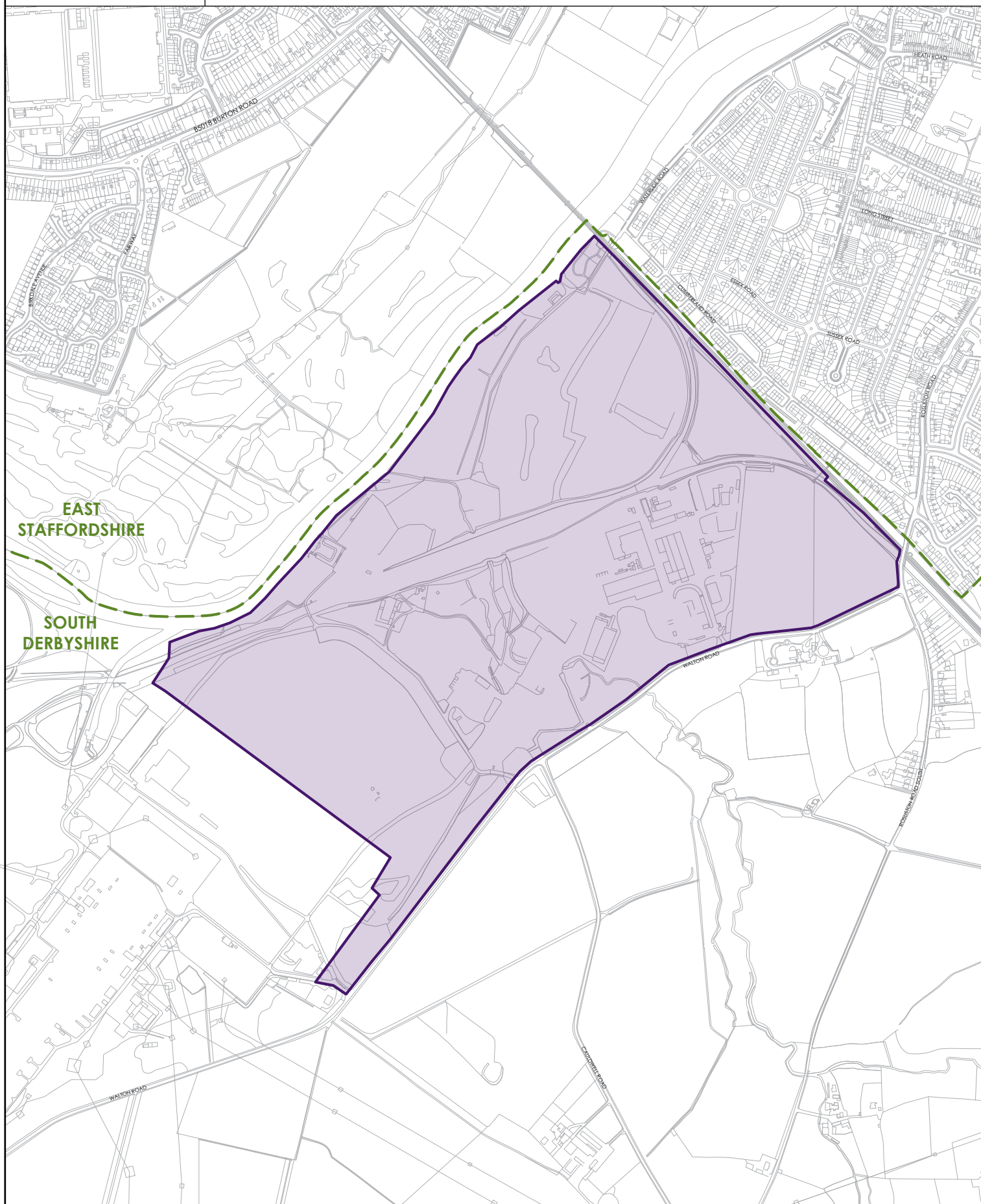
A Residential development on land at Drakelow Park, Drakelow for up to 2,239 dwellings.

B The Council will require the below listed site specifics and accordance with other Local Plan policies:

- i) The provision of a 2 form entry primary school on site;**
- ii) In agreement with the Council, a restricted number of dwellings to be allowed prior to the opening of the Walton By-Pass;**
- iii) High quality pedestrian and cycle routes shall be provided both within the site and connecting to existing and proposed networks;**
- iv) The provision of one or two local retail centres commensurate with the size of the development to provide for the day to day needs of the wider neighbourhood. The local centres should be the focal points within the development as a whole;**
- v) The refurbishment of the listed buildings on the site and protection of their settings;**
- vi) Retain and enhance areas of existing woodland on site to help integrate development into the wider landscape.**
- vii) Developer Contributions to be made towards the provision of a new Household Waste Recycling Centre in the Swadlincote area.**



Housing Policy 6: Drakelow Park, Drakelow



Policy H7: Land at Hilton Depot, Hilton

- 5.36 Land at Hilton Depot, Hilton lies to the south of Hilton. Hilton has seen considerable growth over the last 15 years due to the availability of brownfield land, its location close to Derby City and the strategic road networks of the A50 and A38.
- 5.37 The site is predominantly brownfield land and is adjacent to the built up area of Hilton. The site is contained by the railway line to the south of the site. Access to the site will be from The Mease using existing access points.
- 5.38 The site is predominantly used as an employment site for storage purposes and was allocated in the adopted Local Plan (1998) for industrial and business use redevelopment. The buildings on the site are beyond their expected life span having been built when the site was used for Ministry of Defence purposes. The nature of the buildings means that there is a low density of employment provision. This site offers an opportunity to provide for a suitably located new primary school and also create additional jobs within Hilton for new and existing residents.
- 5.39 Parts of the site currently lie within areas at a higher risk of flooding, although works around Scropton, Hatton and Egginton will redefine the actual flood risk locally. The site's location, its predominantly previously developed nature and the wider sustainable community benefits of the new primary school and the potential for additional jobs are seen as been widely beneficial to Hilton.

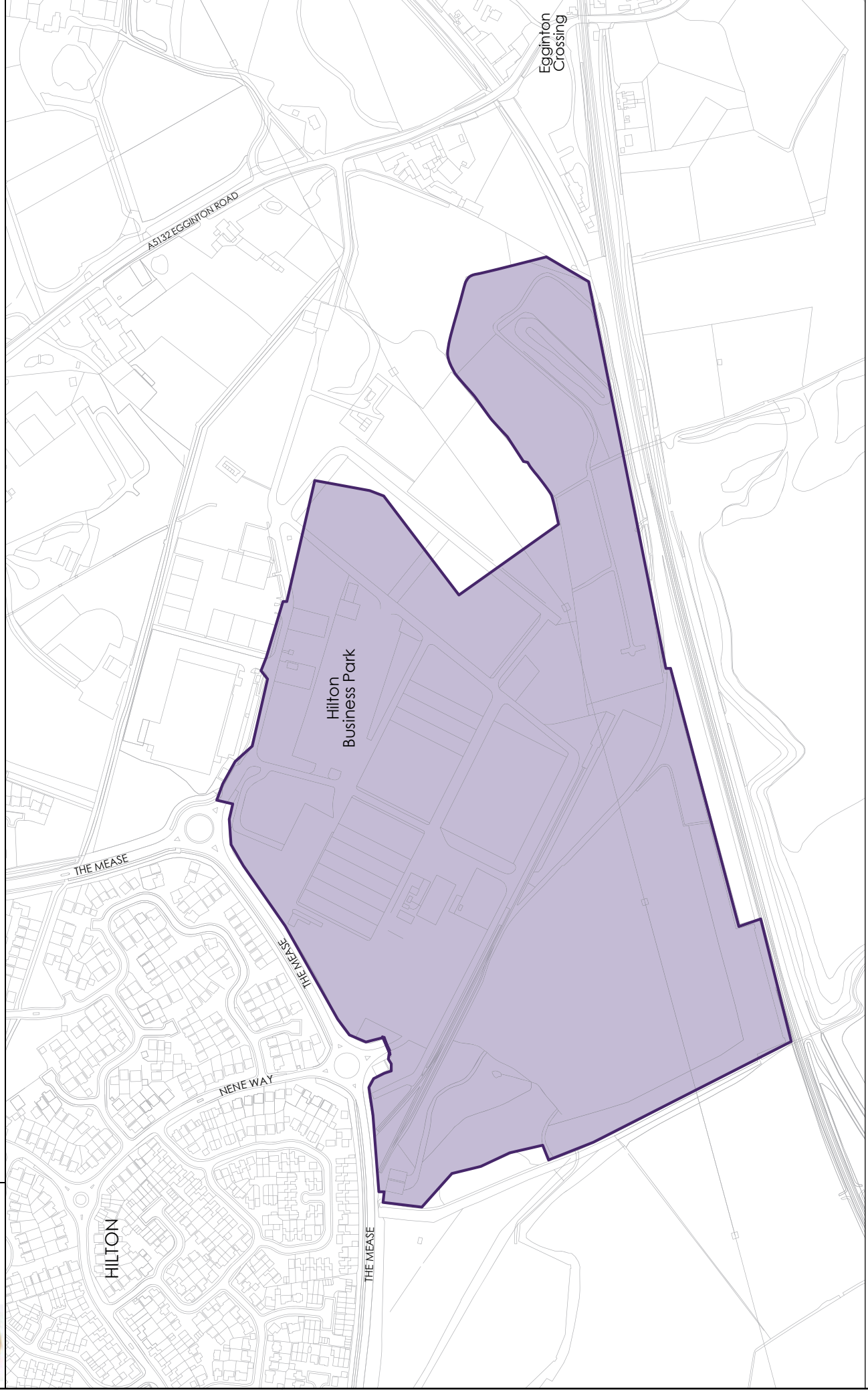
POLICY:

- A Residential development on land at Hilton Depot, Hilton for around 485 dwellings.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) The provision of a primary school on site to address the capacity issues of current primary school provision within Hilton;**
 - ii) Consideration will be given to retail and other service provision on the site;**
 - iii) Consideration will be given to community facilities in Hilton that require a new building or enhancement;**
 - vi) Provision will be made for high quality cycle and pedestrian access both within the site and linking to**

existing networks;

- v) Development proposals will need to be supported by an appropriate Flood Risk Assessment;
- vi) Retain existing woodland and deliver additional planting and habitat creation to screen the site from the south and west, with these areas being opened up for public access wherever possible;
- vii) Development should reflect the location of Egginton Junction Gravel Pit County Wildlife Site and should, where possible enhance nature conservation interests of that site;
- viii) The opening up of an existing culvert through the site and the creation of appropriate easements along watercourses on the site, free of built development.
- ix) Developer Contributions to be made towards the provision of a new Household Waste Recycling Centre in the Swadlincote area.

Housing Policy 7: Land at Hilton Depot, Hilton



Policy H8: Former Aston Hall Hospital, Aston on Trent

- 5.40 Land at former Aston Hall Hospital lies to the south of Aston on Trent but is within the Parish of Weston on Trent. The site is on the remaining land of the former Aston Hall Hospital site which still contains some buildings. Part of the site has already been developed for housing in the late 1990s.
- 5.41 The site is contained by existing residential development on the north of the site and woodland to the east and west of the site.
- 5.42 Aston on Trent is rich in character. There are no historic assets on the site, however Aston Hall a grade II* listed building is situated to the north of the site. A County Wildlife site lies to the west of the site. Careful design of the site will ensure that housing development reflects the character of Aston on Trent, the surrounding landscape and any potential impact on the County Wildlife site.
- 5.43 Housing development will help regenerate the site, addressing local issues with the site currently being derelict. It is anticipated that a Care Village (permission granted previously) will be provided on site alongside the suggested houses, providing a mix of dwellings across the site.

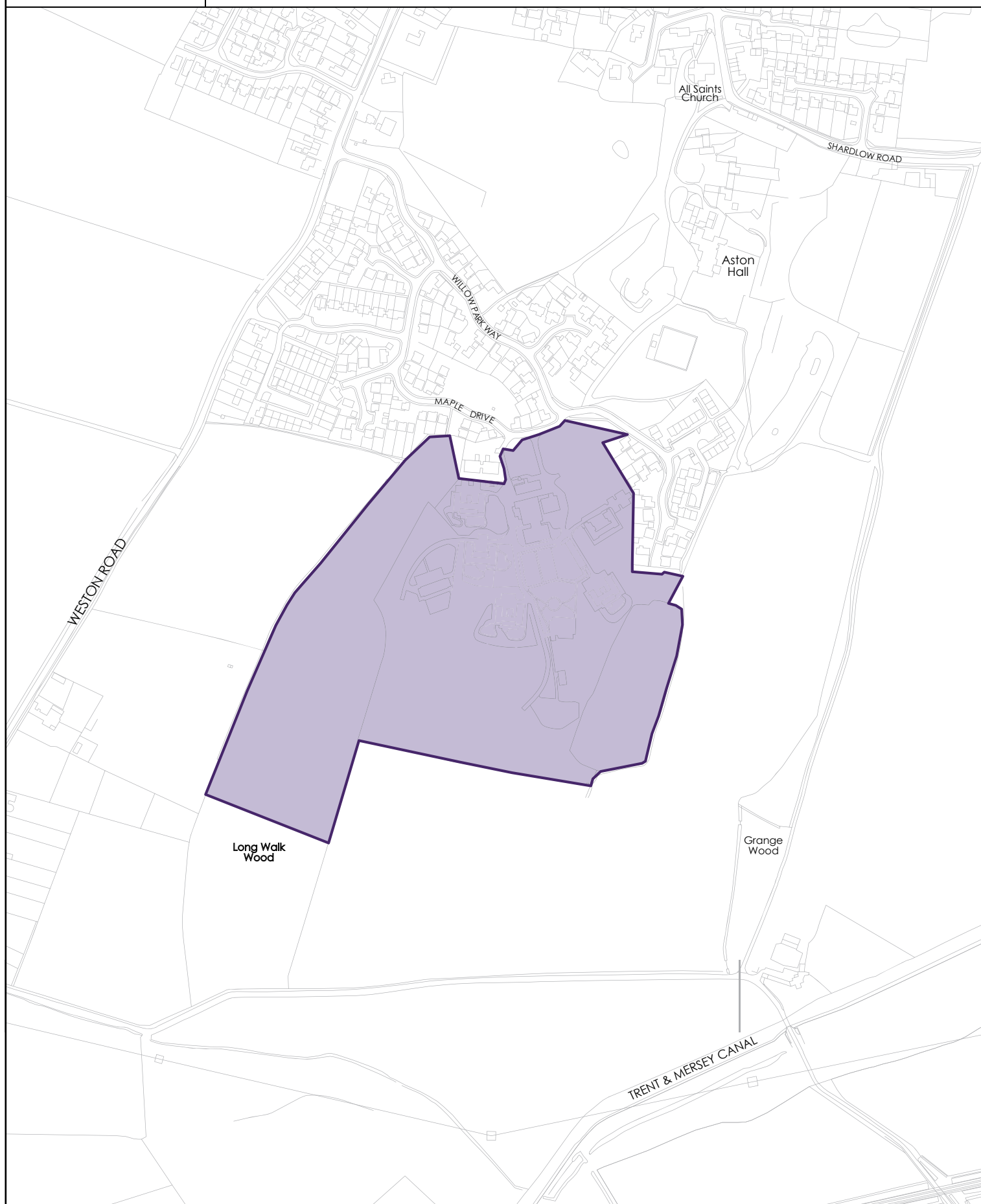
POLICY:

- A Residential development on Land at the Former Aston Hall Hospital, Aston for around 74 dwellings.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) The development will embrace high quality design standards to reflect the character of Aston on Trent and the surrounding landscape;**
 - ii) Existing woodland areas along the north east and west of the site will be retained, enhanced and appropriate public access provided;**
 - iii) The development shall not adversely local townscape;**
 - iv) Consideration of improvements to community facilities for Aston on Trent;**
 - v) A green buffer and landscaping on the southern boundary of the site to help soften the housing development's impact on the surrounding rural landscape;**
 - vi) High quality pedestrian and cycle links both within the site and connecting to adjacent development;**

- vii) The development shall protect and enhance the setting of heritage assets.**
- viii) Developer Contributions to be made towards the provision of a new Household Waste Recycling Centre in the Swadlincote area.**



Housing Policy 8: Former Aston Hall Hospital, Aston on Trent



Policy H9: Land at Longlands, Repton

- 5.44 Land at Longlands lies to the south east of Repton. The site relates well to the existing built development, but open countryside bounds the eastern and southern edge of the site due to its location at the edge of the village. A green buffer and landscaping along the eastern boundary of the site will help soften the housing development against the rural landscape.
- 5.45 Repton is rural in nature and rich in character. There is archaeological potential and a pillbox (non-designated heritage asset) on the site. There are no designated historic assets on the site, but there are a number of Listed Buildings close by and Repton Conservation Area lies to the east of the site.
- 5.46 The site could be accessed from Mount Pleasant Road and/or Longlands and/or Milton Road.
- 5.47 The site will provide additional dwellings in a sought after sustainable settlement within South Derbyshire and will help to sustain Repton's service and facilities.

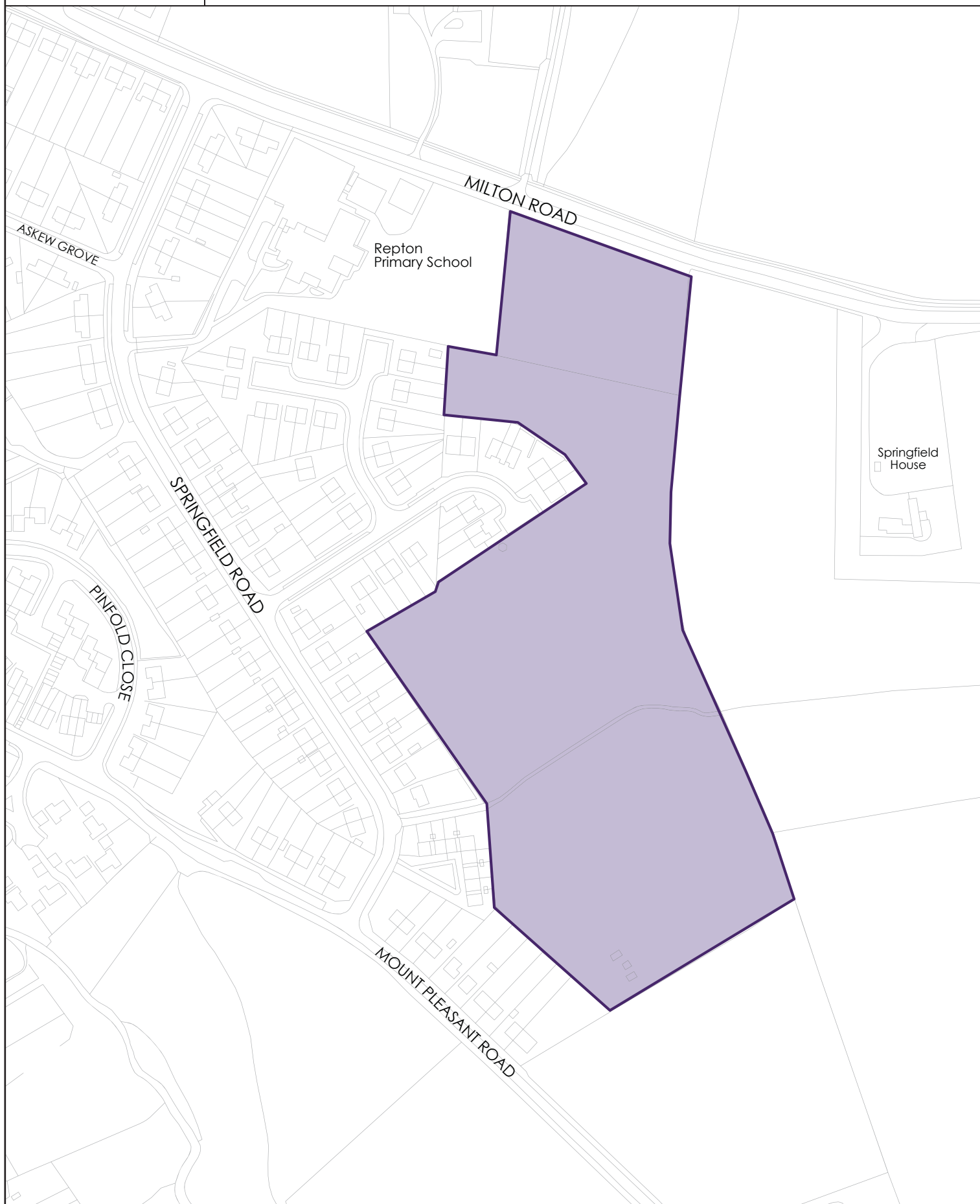
POLICY:

- A Residential development on Land at Longlands, Repton for around 124 dwellings.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) The development shall reflect the historic character of the village, preserve Repton's landscape and townscape character, reflect local landform and be designed to minimise the effects on the local landscape;**
 - ii) The eastern edge of the site will require a green buffer and landscaping to help soften the housing development against the rural landscape and improve the existing south east edge of the village;**
 - iii) Views of the church spire from the public footpath will need to be respected and preserved where possible;**
 - iv) Consideration of improvements in community facilities for Repton;**
 - v) Development of the site shall not adversely impact upon the setting of Repton Conservation Area and other designated and non designated heritage assets;**

- vi) A strategy to deal with foul and surface water associated with site development to be submitted alongside any development proposal;**
- vii) High quality pedestrian links within the site and delivery of enhanced walking connections to the site along Milton Road and the public footpath.**
- viii) Developer Contributions to be made towards the provision of a new Household Waste Recycling Centre in the Swadlincote area.**



Housing Policy 9: Land at Longlands, Repton



Policy H10: Land south of Willington Road, Etwall

5.48 Land to the south of Willington Road, lies to the south east of Etwall village and currently comprises agricultural fields. The site is adjacent to the built up area of Etwall and will be contained by Willington Road to the northeast of the site and by residential development to the west of the site. Etwall Village provides a range of services and facilities, including John Port Secondary School.

5.49 Land south of Willington Road will be accessed from Willington Road.

POLICY:

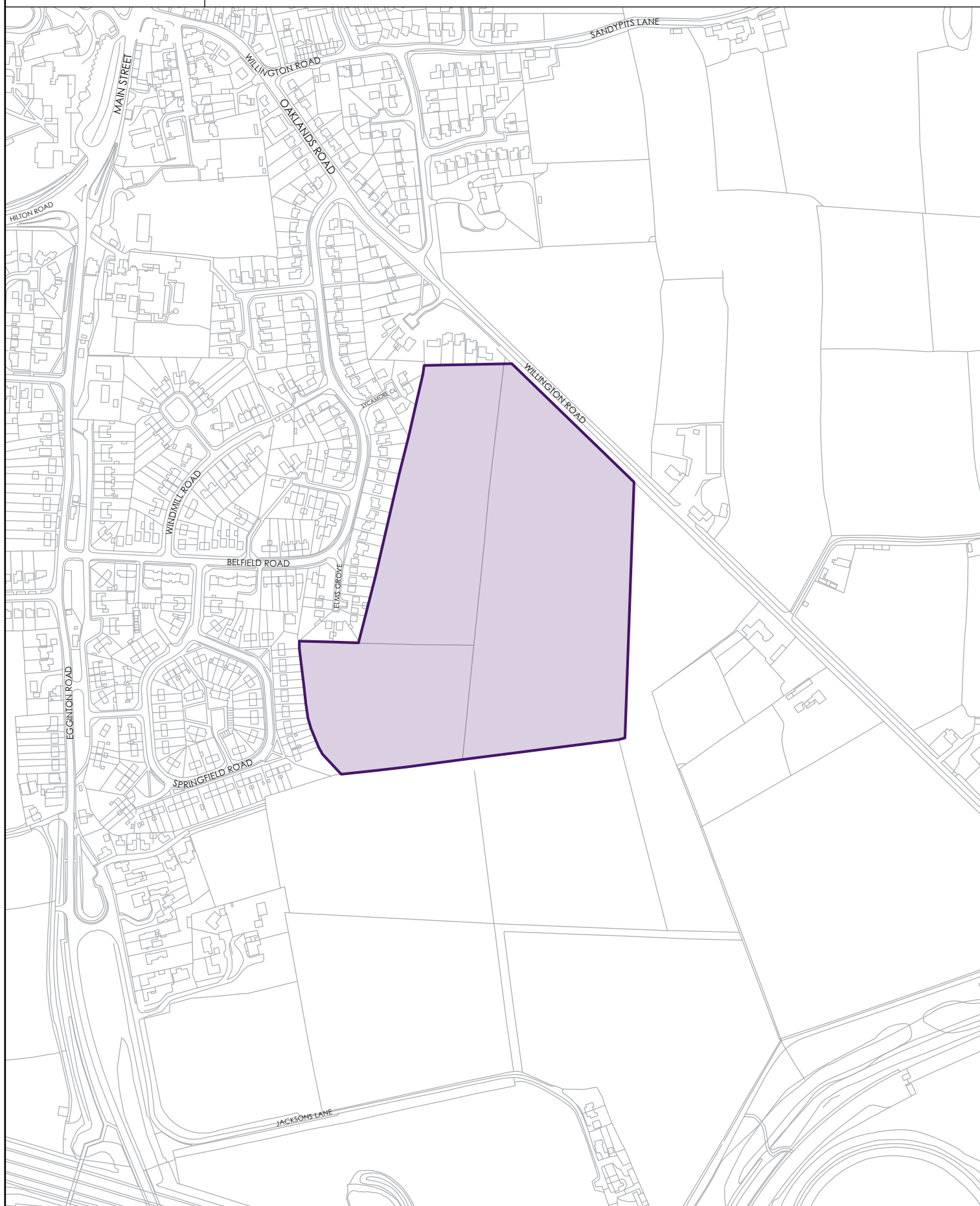
A Residential development on land at Willington Road, Etwall for around 199 dwellings.

B The Council will require the below listed site specifics and accordance with other Local Plan policies:

- i) That the development shall not adversely affect the setting of Etwall Lodge;**
- ii) High quality pedestrian connections will be made from the site into the village of Etwall.**
- iii) Developer Contributions to be made towards the provision of a new Household Waste Recycling Centre in the Swadlincote area.**



Housing Policy 10: Land south of Willington Road, Etwall



Policy H11: Land north east of Hatton

- 5.50 The site lies to the north east of Hatton. The site is well related to the existing development at Hatton. The A511 runs along the northern boundary of the site which accesses the A50 to the west, and residential development and the Salt Box Café lies along the western boundary of the site. The eastern boundary is open countryside with trees dotted along the boundary.
- 5.51 Hatton provides a range of services and facilities, including a train station. However, the nearest doctor's surgery is located at Tutbury, which lies within East Staffordshire. A development of this size will require the provision of additional services and facilities alongside existing, to cater for the housing development and increase the sustainability of the location.
- 5.52 The site currently lies within Flood Zone 3 which is classed as being at high risk of flooding although works around Scropton, Hatton and Egginton will redefine the actual flood risk locally. Development of the site would also assist in maintaining the flood defences at Hatton.
- 5.53 The site will be accessed from Derby Road and /or appropriate access off Station Road. However development of a new access to serve the manufacturing site to the south will provide a wider community benefit by removing some of the HGV traffic on Station Road.

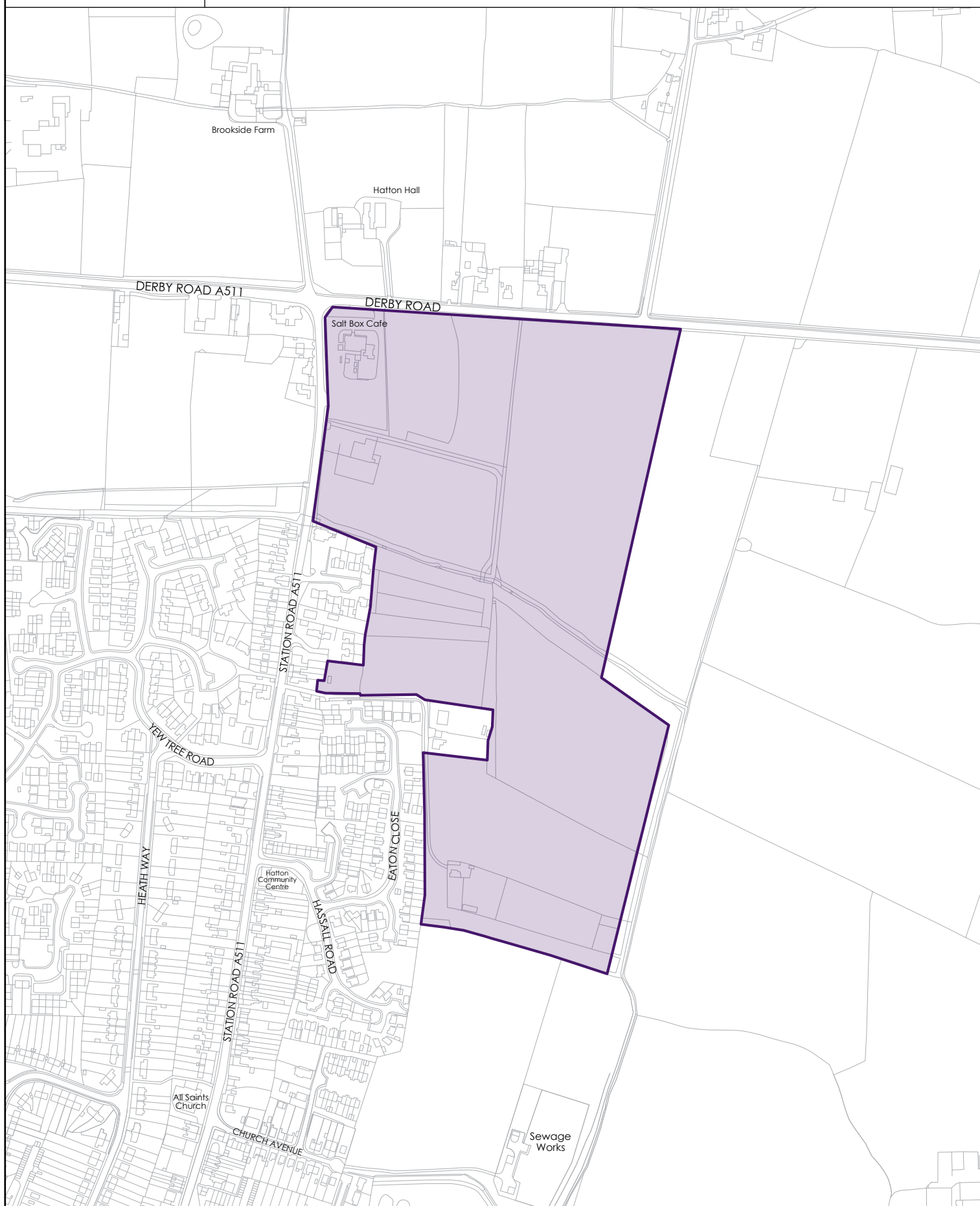
POLICY:

- A Residential development on land north east of Hatton for around 400 dwellings.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) Retention of the existing trees on the eastern boundary of the site and landscaping to help soften the housing development on the surrounding landscape;**
 - ii) The provision of high quality pedestrian and cycle links both within the site and connecting to established adjacent development to the south of the site;**
 - iii) Consider additional retail provision on site, to help meet the needs of the site and provide further retail facilities for Hatton;**
 - iv) Developer contributions will be made to maintain the flood alleviation works at the lower River Dove Catchment Area;**

- v) The provision of a doctor's surgery in Hatton will be considered;**
- vi) Ensure the provision of a combined access to the site and to a large manufacturing plant and nearby sewage treatment works. New road infrastructure should be designed to reflect and protect the amenity of existing and proposed residential properties;**
- vii) Developer contributions will be made towards the extension to Heathfields Primary School, Hatton to help address capacity issues at the school;**
- viii) An appropriate easement along watercourses on site that is free from built development;**
- ix) Consideration of heritage assets in the area.**
- x) Developer Contributions to be made towards the provision of a new Household Waste Recycling Centre in the Swadlincote area.**



Housing Policy 11: Land North East of Hatton



Policy H12: Highfields Farm

5.54 Highfields Farm is on the western edge of Littleover in South Derbyshire. The site is to the north east of the A38 junction with Rykneld Road/Staker Lane and lies to the north of Findern. The site abuts the A5250/Rykneld Road that provides access to the City Centre, Burton on Trent and the A50.

5.55 At the time of publication of the Draft Local Plan, the site had planning permission for up to 1,200 dwellings.

POLICY:

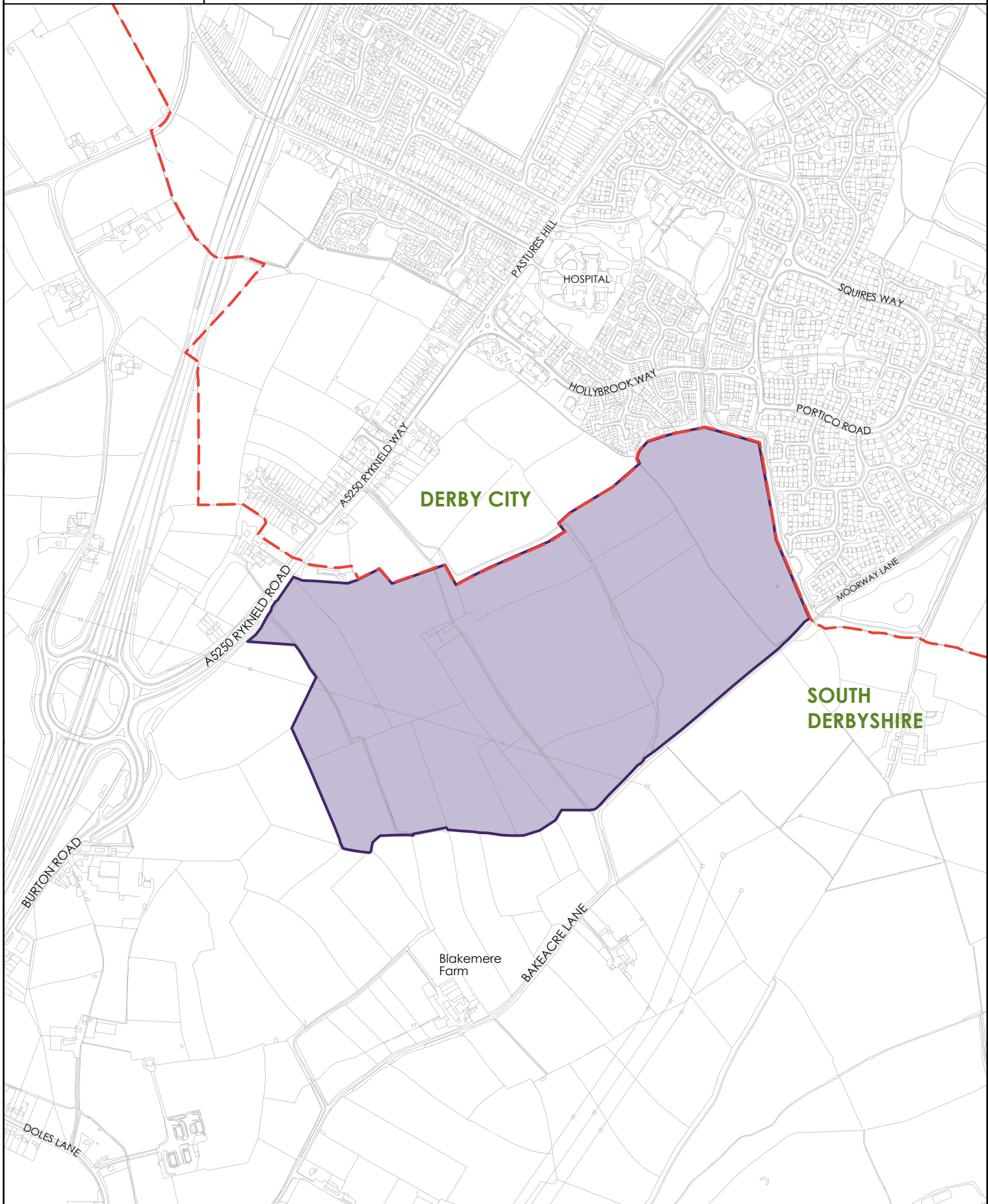
A Residential development on land at Highfields Farm for up to 1,041 dwellings.

B The Council will require the below listed site specifics and accordance with other Local Plan policies:

- i) The provision of a single form entry primary school on site;**
- ii) The provision of a local centre commensurate with the size of the development to provide for day to day needs of the wider neighbourhood. The local centre should be the focal point within the development;**
- iii) The provision of a community centre;**
- iv) High quality pedestrian and cycle routes shall be provided within the site and links between the site and existing and proposed residential development shall be provided;**
- v) The southern edge of the site will require a green buffer and landscaping to help soften the housing development against the landscape;**
- vi) Consideration should be given to Phase 2 of the South Derby Integrated Transport Link Road;**
- vii) Developer contributions to be made toward improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network;**
- viii) Developer Contributions to be made towards the provision of a new Household Waste Recycling Centre in the Swadlincote area.**



Housing Policy 12: Highfields Farm (South West of Derby)



Policy H13: Boulton Moor (South East of Derby)

- 5.56 Land at Boulton Moor is a cross boundary location which will provide a sustainable urban extension to Derby City and consists of four sites. The sites lie on the south east edge of the built up area of Derby, to the east of Chellaston and south of Alvaston, extending south and east to the A50/A6 spur road.
- 5.57 Land at Boulton Moor is capable of delivering strategic levels of growth due to its excellent transport links to the wider strategic road network and its location to employment opportunities.
- 5.58 Land at Boulton Moor will provide 2,750 dwellings over the lifetime of the Plan. There will be 1,058 dwellings located at Boulton Moor Phase 1 (this was granted planning permission through the Conjoined Inquiry in 2008) and 700 and 190 dwellings at Boulton Moor Phase 2 and Boulton Moor Phase 3 respectively, all within South Derbyshire's administrative boundary. Also within the area is a suggested allocation of 800 dwellings located to the south of Field Lane within Derby City.
- 5.59 As previously stated, Boulton Moor Phase 1 was granted planning permission in 2008. When consented, consideration was given to the infrastructure requirements of phases 1 and 2. Due to the addition of Boulton Moor Phase 3 and Snelsmoor Grange within in Derby City (an additional 990 dwellings), it is important that infrastructure and mitigation packages are reviewed and optimised as appropriate, in light of the larger scale urban expansion now being proposed.
- 5.60 This cross boundary site will be a phased development. It is crucial that a comprehensive approach to the delivery of the site is undertaken to ensure that the infrastructure is delivered at the right time. The site offers the opportunity to provide new infrastructure due to its critical mass.

POLICY:

- A Residential development on Land at Boulton Moor will provide for around 1,950 dwellings within South Derbyshire and 800 new homes within the Derby City administrative boundary.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) That South Derbyshire District Council, Derby City and developers continue to work together to ensure that the proposals offer a holistic vision for an urban extension which is delivered in a comprehensive manner across the local authority boundaries. Delivery mechanisms will need to be**

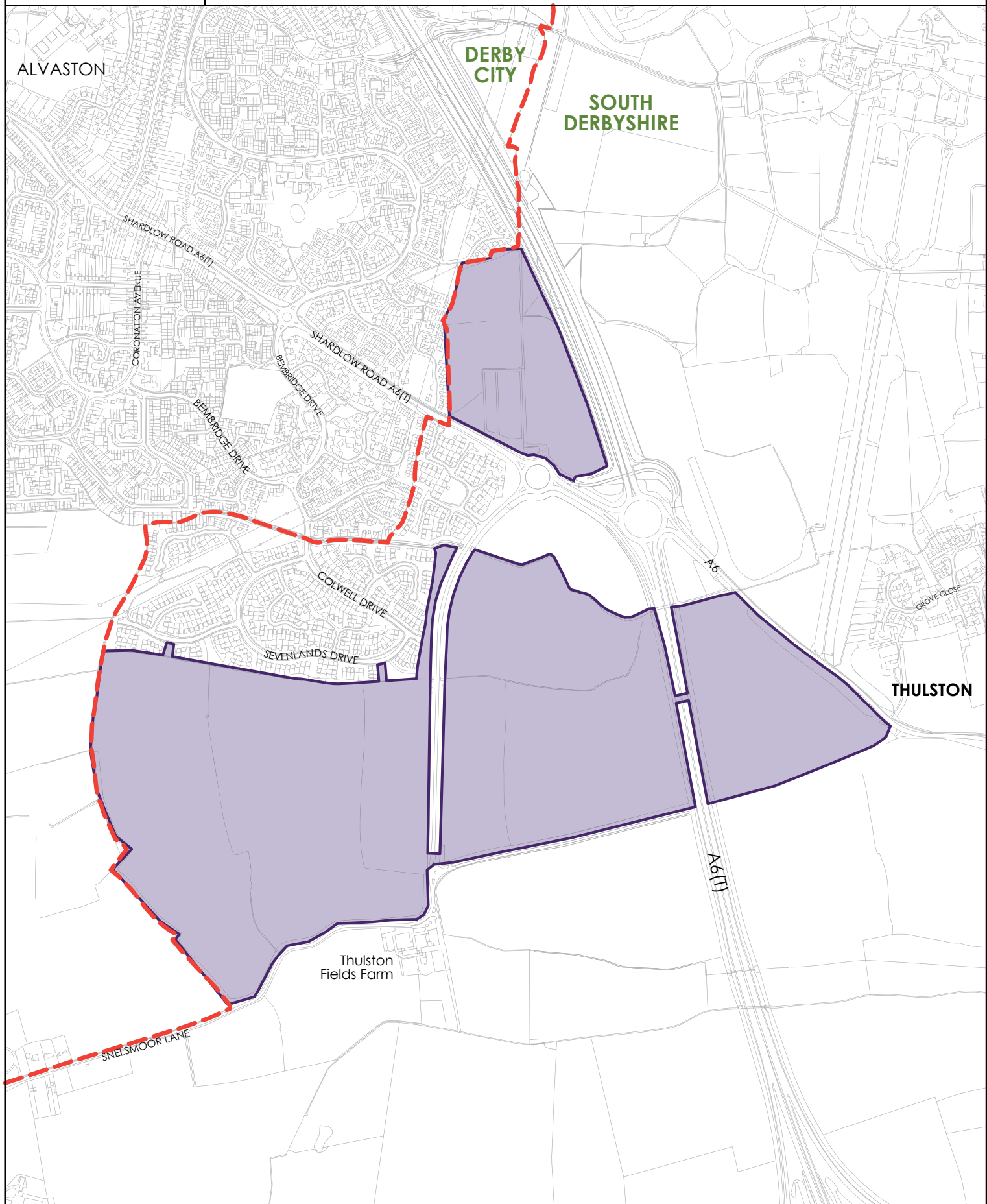
- established to ensure the necessary level of coordination to effectively deliver the infrastructure and facilities to support the development;
- ii) A jointly prepared development framework shall be produced;
 - iii) A cross boundary approach to housing design, layout, density, open space and landscape shall be developed/undertaken;
 - iv) A cross boundary approach to the provision of affordable housing shall be developed/undertaken;
 - v) A plan of phasing for the delivery of this cross boundary site shall be submitted with any application;
 - vi) The provision of sustainable transport measures, including contributions to the delivery of a new park and ride and bus service to serve the wider urban extension site;
 - vii) Highway works, including improvements to Snelsmoor Lane to ensure that the impact on its junctions with the A6 and High Street are satisfactorily mitigated;
 - viii) Flood mitigation measures, to address fluvial and surface water issues relating to the Thulston Brook watercourse and ground water levels;
 - ix) An appropriate flood risk assessment shall be submitted with any application;
 - x) Improvements to existing green infrastructure shall be made, along with the provision of new green infrastructure on the site;
 - xi) High quality pedestrian and cycle routes within the site and links between these and existing and proposed routes and green spaces beyond the site;
 - xii) A significant green buffer and landscaping boundary on the outer edges of the developments, to help soften the housing developments impact on the surrounding countryside, create a new defensible boundary and help mitigate the urbanising impact of new development upon Derby City's Green Wedge;
 - xiii) A new district centre shall be provided, anchored by a supermarket complemented by a range of smaller units

providing for day to day needs of the wider neighbourhood;

- xiv) The scale of the anchor store will be commensurate with the needs of the new community, the level of growth anticipated and the need to maintain the vitality and viability of other centres. The location of the centre should be the focal point at the heart of the new community;
- xv) The provision of a two form entry primary school to cover phases 1 and 2, with separate primary provision to serve the site in Derby;
- xvi) The urban extension as a whole shall protect and enhance Elvaston Registered Park and Garden (including its settlement), other heritage assets and will contribute towards softening the settlement edge around Boulton Moor;
- xvii) Any built development to the east of the A6 and west of the B5010 shall be in accordance with Green Belt Policy;
- xviii) In order to safeguard the operation of the Strategic Road Network an assessment of the impact of development traffic will be carried out and developer contributions will be sought.



Housing Policy 13: Boulton Moor (South East of Derby)



Policy H14: Chellaston Fields, Chellaston

- 5.61 The site lies to the southern edge of the built up area of Chellaston which is within Derby City's administrative boundary. Chellaston Fields represents a greenfield extension to Chellaston and is bounded by the A50 to the south and residential development to the north.
- 5.62 The site relates well to the existing urban area of Derby and will form a sustainable urban extension.

POLICY:

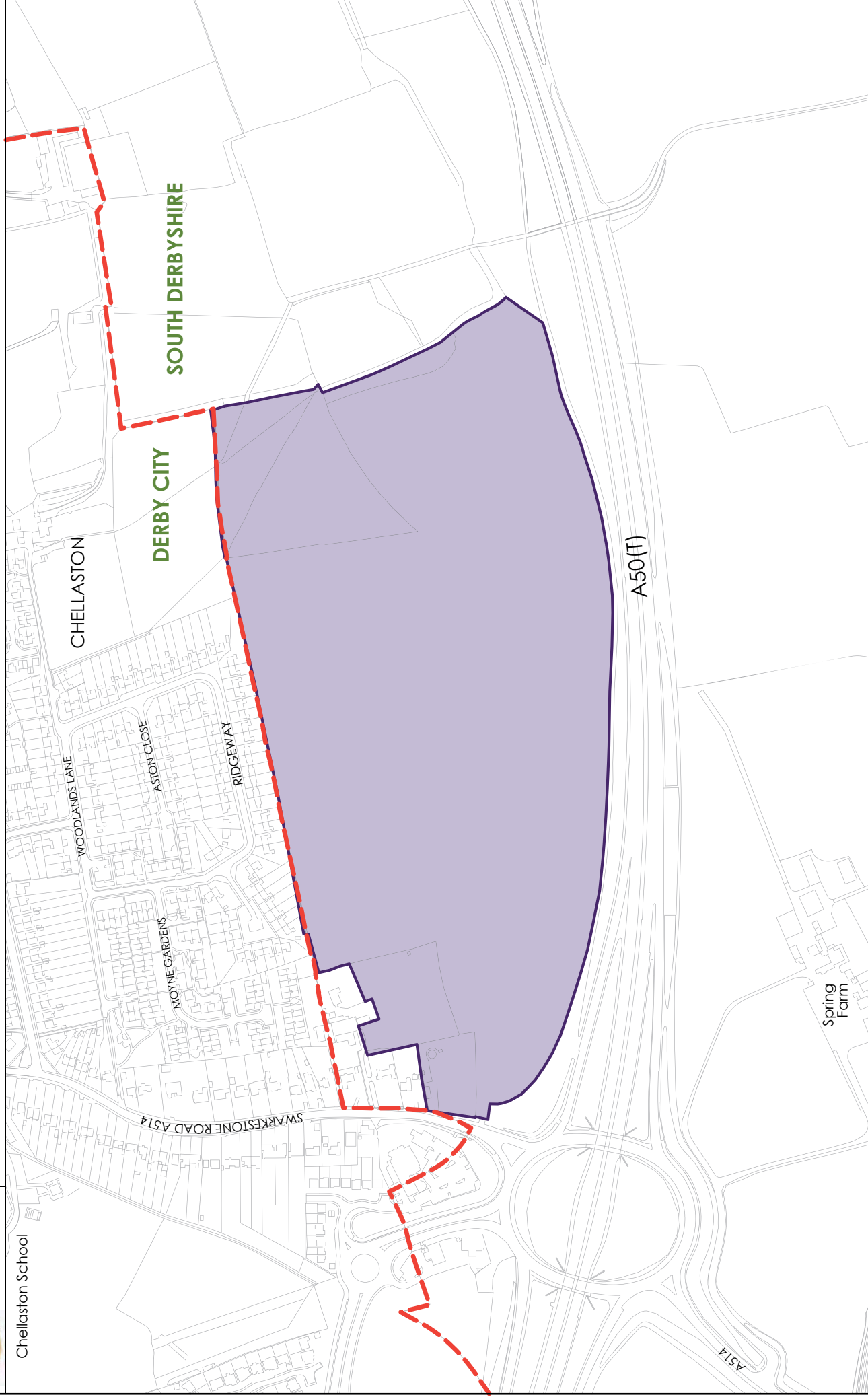
- A Residential development on Land at Chellaston Fields will provide for around 500 dwellings within South Derbyshire.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) High quality pedestrian and cycle routes shall be provided within the site and opportunities for links between the site and existing residential development and future employment areas shall be provided;**
 - ii) Consideration should be given to some retail development on the site that is commensurate to the size of development and surrounding area, but does not affect the viability and vitality of existing retail in the area;**
 - iii) Developer contributions are to be made toward improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network;**
 - iv) The development shall protect and enhance the setting of heritage assets**



South
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District Council

Housing Policy 14: Chellaston Fields, Chellaston

Chellaston School



Policy H15: Wragley Way (South of Derby)

- 5.63 Land at Wragley Way is a cross boundary location. The majority of the site is within South Derbyshire with a part at the eastern end of the site within Derby City. The site will provide a sustainable urban extension to Derby City.
- 5.64 The site lies on the southern edge of the built up area of Derby, extending southwards from the Stenson Fields estate to the A50. The Derby to Birmingham railway line runs to the west of the site with Sinfin Moor to the east.
- 5.65 Land at Wragley Way is expected to provide around 1,300 dwellings over the lifetime of the Plan. Though the whole site offers a further 700 dwellings when the site is completed. The part within the City will deliver around 180 dwellings.
- 5.66 The site is in a good location in relation to access to services and facilities, with close proximity to public transport and the Sinfin District Centre.
- 5.67 This cross boundary site will be a phased development. It is crucial that a comprehensive approach to the delivery of the site is undertaken to ensure that infrastructure is delivered at the appropriate time for the sustainability of the site to be met.

POLICY:

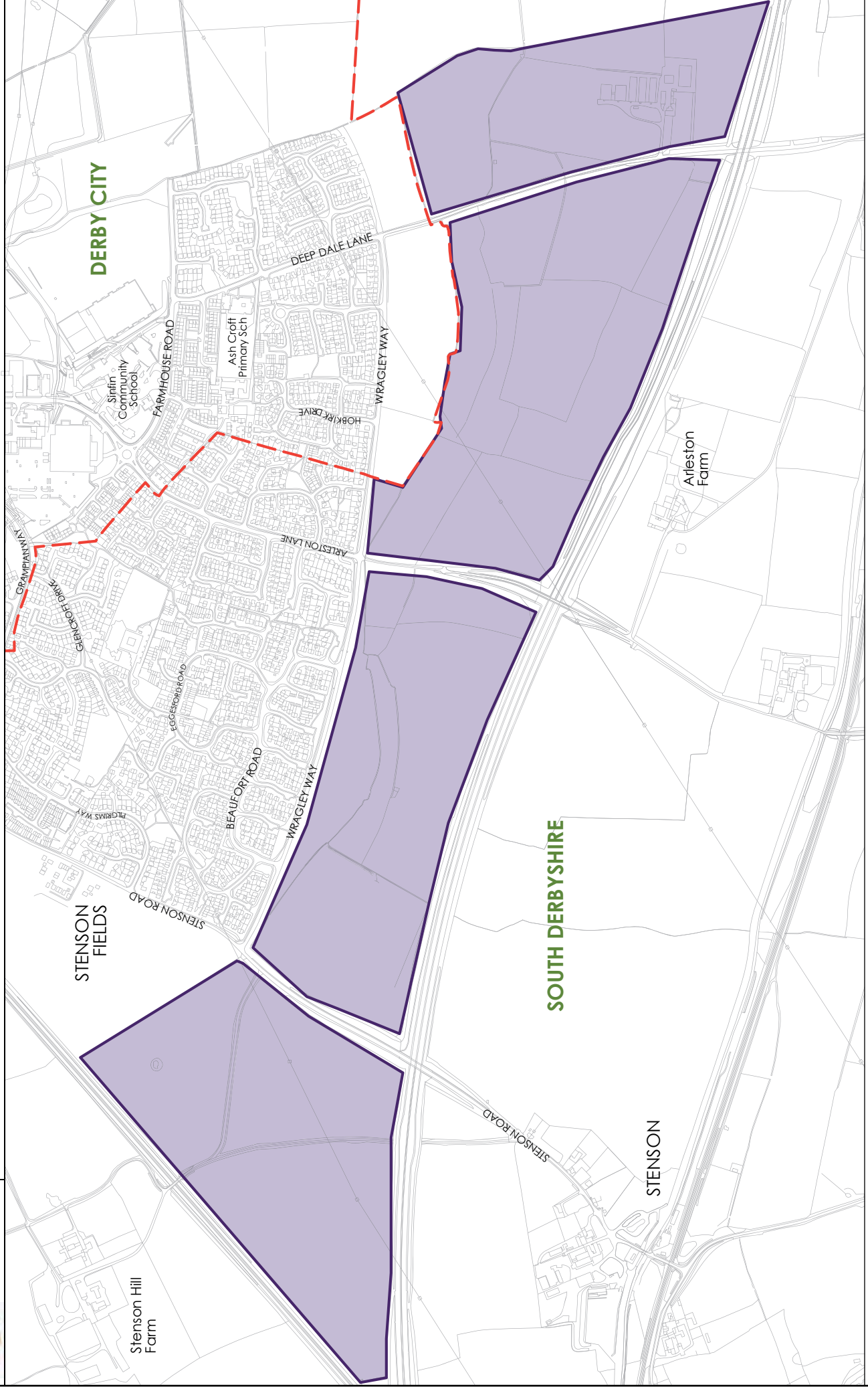
- A Residential development on Land at Wragley Way will provide for around 1,950 dwellings within South Derbyshire.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) New highway infrastructure to mitigate the transport impact on the local and strategic road networks of the whole site. This will include the provision of and/or contributions to the construction of the South Derby Integrated Transport link;**
 - ii) Developer contributions are to be made towards improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network;**
 - iii) Any development should not prejudice the construction of a potential junction connecting the site to the A50, which may potentially be needed following the completion of the South Derby Integrated Transport Link;**

- iv) The provision of sufficient new primary school provision on site for the development as a whole;**
- v) High quality pedestrian and cycle links should be provided across the site and to the nearby residential, retail, and employment developments together with recreational areas;**
- vi) The number of homes to be occupied before completion of the South Derby Integrated Transport Link shall be agreed with the Council;**
- vii) A new on-site local shopping centre shall be provided which should be commensurate in size to the needs of the community, taking into account the surrounding retail provision available. The location of the centre should be the focal point at the heart of the new community;**
- viii) The east, south and west of the site will require a green buffer and landscaping from the railway line and the A50 and enhancements to a defensible boundary along Sinfin Moor;**
- ix) Improvements to existing green infrastructure shall be made, along with the provision of new green infrastructure on site.**



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Housing Policy 15: Wragley Way (South of Derby)



Policy H16: Primula Way, Sunny Hill

- 5.68 This site lies to the south west of Derby City adjacent to existing residential development on Derby City's boundary at Sunny Hill. The site is bordered to the east by the railway line, residential development to the north and open countryside to the south.
- 5.69 Access to the site is in Derby City through an existing residential area which limits the amount of growth that can occur.

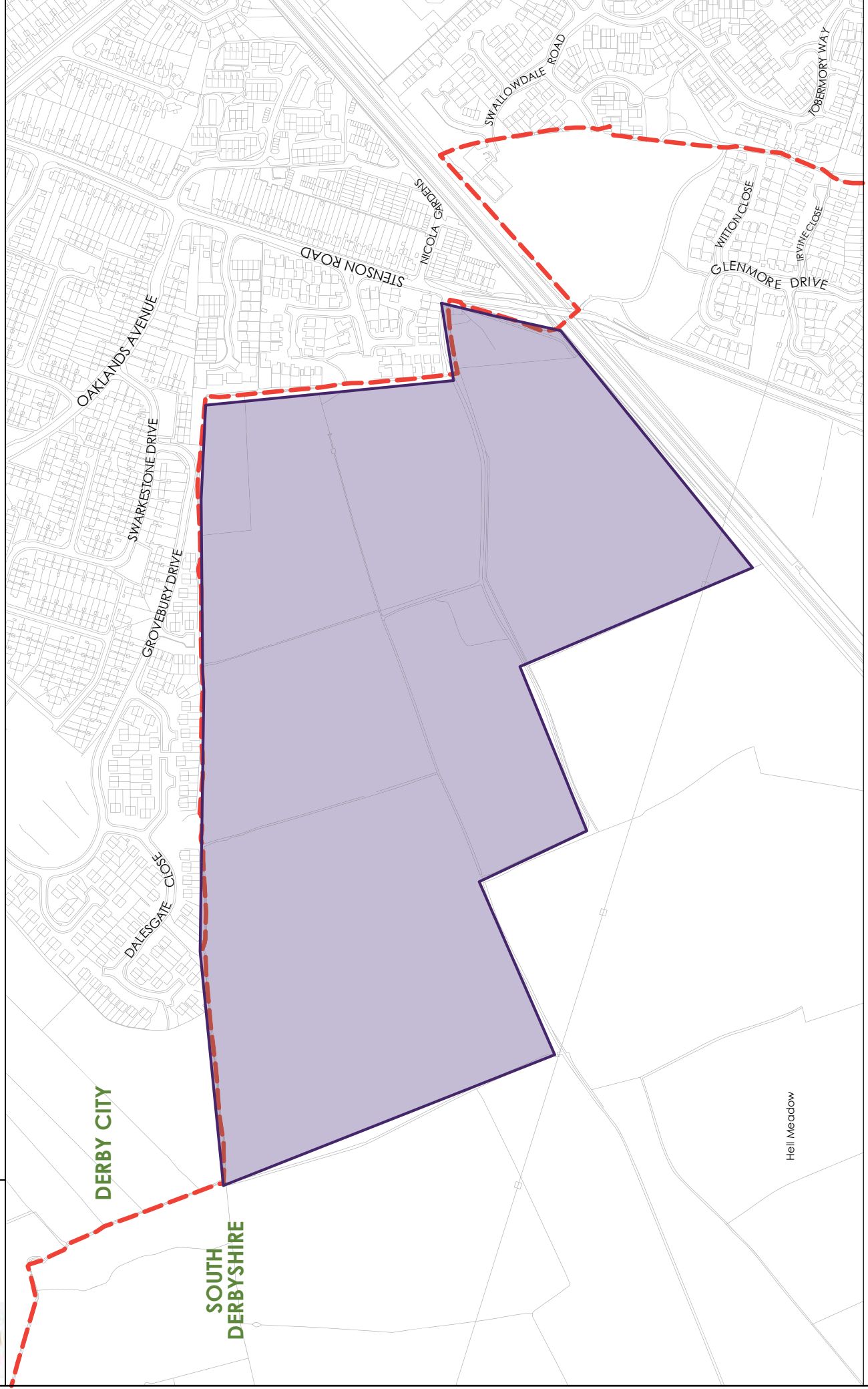
POLICY:

- A Residential development at Primula Way, Sunny Hill for around 500 dwellings.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) The south and west boundary of the site will require a green buffer and landscaping, to help soften the housing development against the rural landscape and create a new defensible boundary;**
 - ii) Appropriate sound attenuation/noise mitigation from the railway line to the east of the site shall be provided.**
 - iii) The development should have high quality pedestrian connections into the existing residential areas within Derby City;**
 - iv) Developer contributions are to be made towards improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network.**



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Housing Policy 16: Primula Way, Sunny Hill



Policy H17: Holmleigh Way, Chellaston

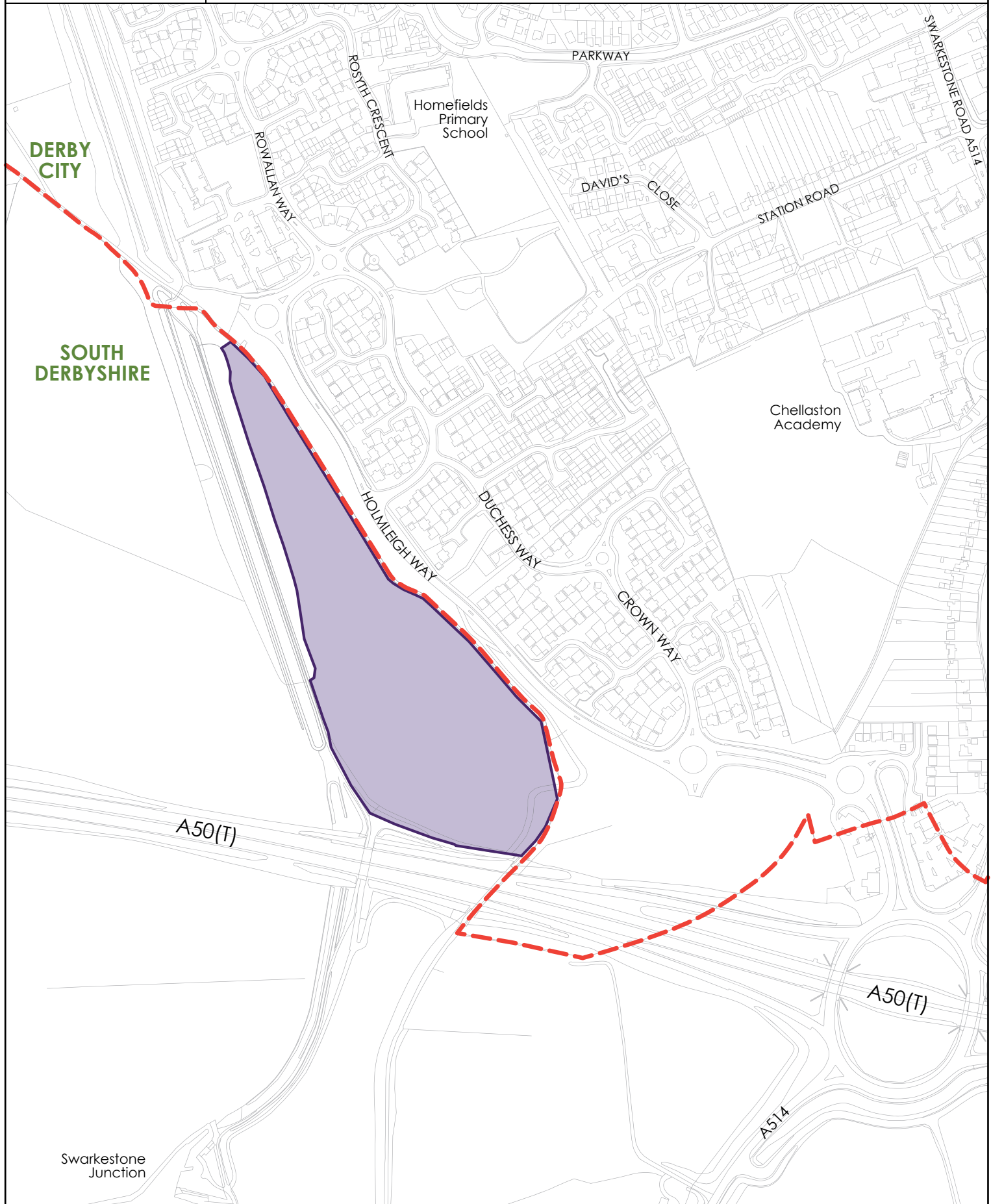
- 5.70 Holmleigh Way lies adjacent to the Derby City boundary, immediately to the west of the existing Chellaston West development. The site will be bounded to the west by the safeguarded route of the former Derby Canal, the A50 to the south and existing development to the north. The site is adjacent to a suggested small site within Derby City.
- 5.71 The site is currently used for agricultural purposes. The former Derby Canal is a Sustrans route which is also a County Wildlife Site which design of the development will need to take account of. The alignment of the Derby Canal has been protected in the current Local Plan Derby City and is a suggested protection in South Derbyshire's Local Plan.

POLICY:

- A Residential development on Land at Holmleigh Way will provide for around 120 dwellings within South Derbyshire.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) Outgrown hedgerows on the boundary of the site should be retained wherever possible;**
 - ii) To seek opportunities for high quality pedestrian and cycle route links into the Sustrans route and the existing retail centre in West Chellaston;**
 - iii) Avoidance of areas of flood risk to the north and south of the site due to Cuttle Brook;**
 - iv) Appropriate noise attenuation close to the A50;**
 - v) The development of the site shall not prejudice the development of a new link road to serve development around Sinfin and Infinity Park;**
 - vi) An appropriate buffer between the new housing development and Holmleigh Way will be provided;**
 - vii) Developer contributions are to be made towards improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network.**



Housing Policy 17: Holmleigh Way, Chellaston



Policy H18: Hackwood Farm, Mickleover

- 5.72 Land at Hackwood Farm, lies on the western boundary of Derby City. The site adjoins the northern edge of Mickleover and lies to the north side of the former Great Northern railway line which is now a Sustrans route.
- 5.73 The site offers an opportunity to deliver a sustainable urban extension along with land in Derby City, as the site in South Derbyshire alone is not sustainable. As such, the site will only be developed subject to Derby City Council allocating the adjacent land for housing in their Local Plan.
- 5.74 The Highways Agency had previously stated concerns regarding any development to the west of Derby due to the impact it would have on the A38. Since our Preferred Growth Strategy consultation, the Government have announced its intention to support Highways Agency schemes including improvements to the A38 junctions, subject to value for money and viability considerations.
- 5.75 The site only being developed in combination with the Derby City site allows for a more sustainable site to be developed; better services and facilities can be provided that either site alone cannot provide. The site will also offer potential local highways improvements, better linkages across the Mickleover to Egginton Greenway and additional primary school provision which will benefit new and the existing residents of Mickleover. Some elements of the policy listed below may be provided on the Derby City site but for completeness, they are all listed.

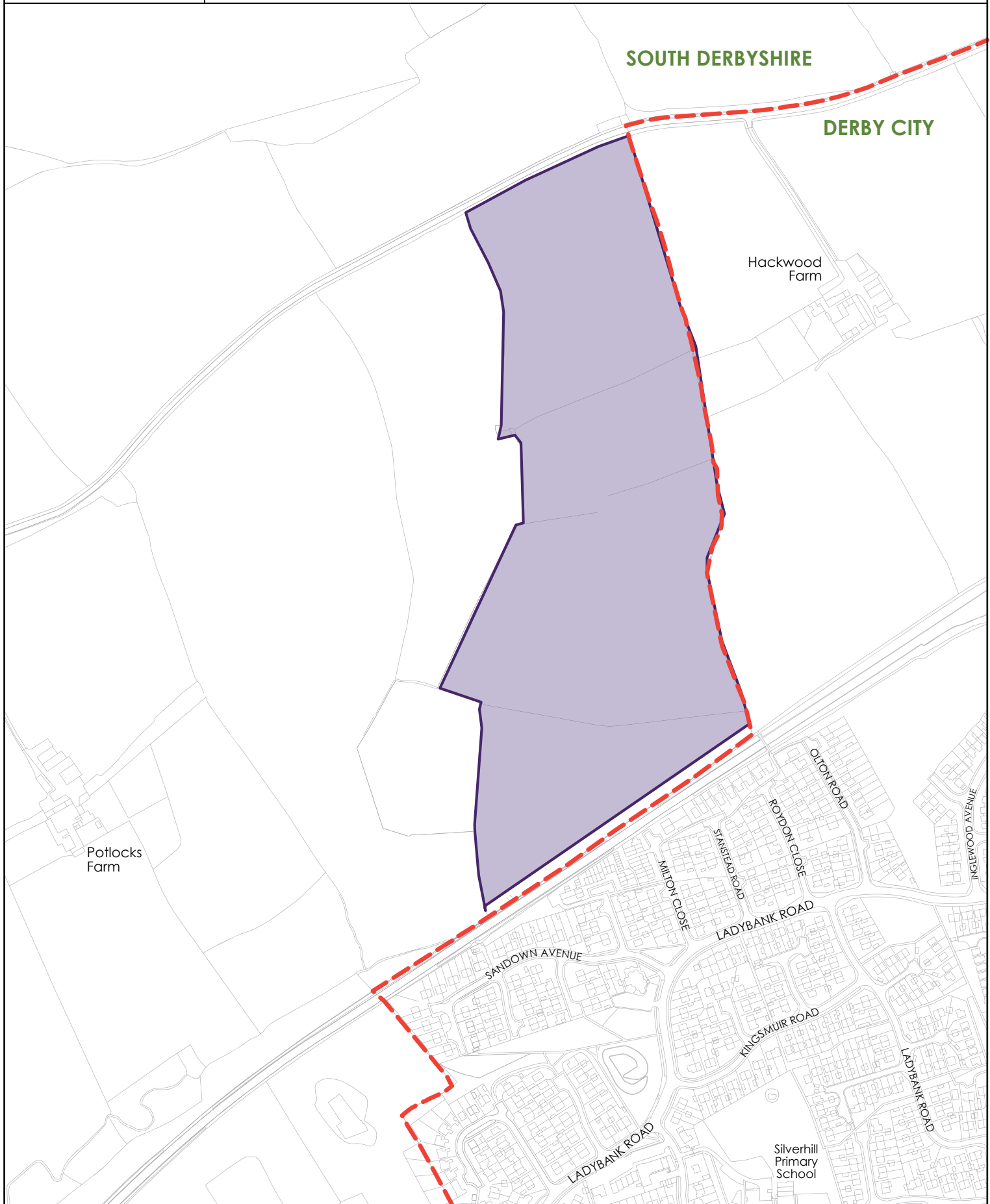
POLICY:

- A Residential development on Land at Hackwood Farm, Mickleover for around 290 dwellings.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) The site lies on the edge of Derby City and the allocation of the South Derbyshire element for 290 dwellings is conditional on the City allocating adjacent land in their Local Plan. In this event, it will be important that there is a comprehensive approach to the development of this cross boundary site;**
 - ii) The northern and western boundaries of the site will require a green buffer and landscaping to help soften the housing development against the rural landscape and create a new defensible boundary;**

- iii) The existing landscaping elements to the south and east of the site should be retained subject to highway improvement or secondary site access that would be required;
- iv) The site should provide high quality links into the existing cycle route, rights of ways and also the residential area to the south through a pedestrian/cycle bridge provided across the Mickleover to Egginton Greenway, which is likely to be in Derby City. The Greenway is a local wildlife site whose nature conservation interest should be protected and links maintained with the surrounding green infrastructure network;
- v) Development in South Derbyshire should connect to any housing development or housing allocation to the east of the site within Derby City;
- vi) The development should embrace high design standards that reflect the rural landscape beyond the site, particularly along Radbourne Lane and to the west of the site within South Derbyshire;
- vii) Contributions towards the development of a new primary school that is likely to be within the Derby City part of the site;
- viii) A new local centre on site to help meet the needs of the site;
- ix) Improvements to the junction of Station Road and Radbourne Lane;
- x) The urban extension shall not adversely impact upon the setting of nearby Radbourne Hall.



Housing Policy 18: Hackwood Farm, Mickleover



Policy H19 Land West of Mickleover

- 5.76 Land West of Mickleover is a sustainable urban extension to Derby City. The site lies to the west of the built up area of Mickleover. The A516 (Etwall Road) runs to the south of the site and to the north of the site is a former railway line which is a Sustrans route.
- 5.77 The site can deliver around 1,650 dwellings in total though slightly less is expected to be delivered during the plan period, around 1,400 dwellings.
- 5.78 The site is in a good location in relation to access to services and facilities. Though the site offers the opportunity to deliver new infrastructure due its critical mass.

POLICY:

- A Residential development on Land to the West of Mickleover will provide for around 1,650 dwellings.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) That South Derbyshire District Council and the developers work together with both Derby City and Derbyshire County Council to ensure that the proposals offer a holistic vision for an urban extension to be delivered in a comprehensive manner. Delivery mechanisms will need to be established to ensure the necessary level of coordination to effectively deliver the infrastructure and facilities to support the development;**
 - ii) A jointly prepared development framework by South Derbyshire District Council and the developers shall be produced that sets out guiding principles for the site;**
 - iii) The provision of a one form entry primary school on site with the provision of land for a two form entry should it be required;**
 - iv) A new district centre offering a range of shops and facilities shall be provided that is commensurate with the needs of the community. The scale and nature of these facilities will be determined by evidence submitted with a future planning application;**
 - v) The provision of a community centre. The ownership and management of this centre will be considered in more**

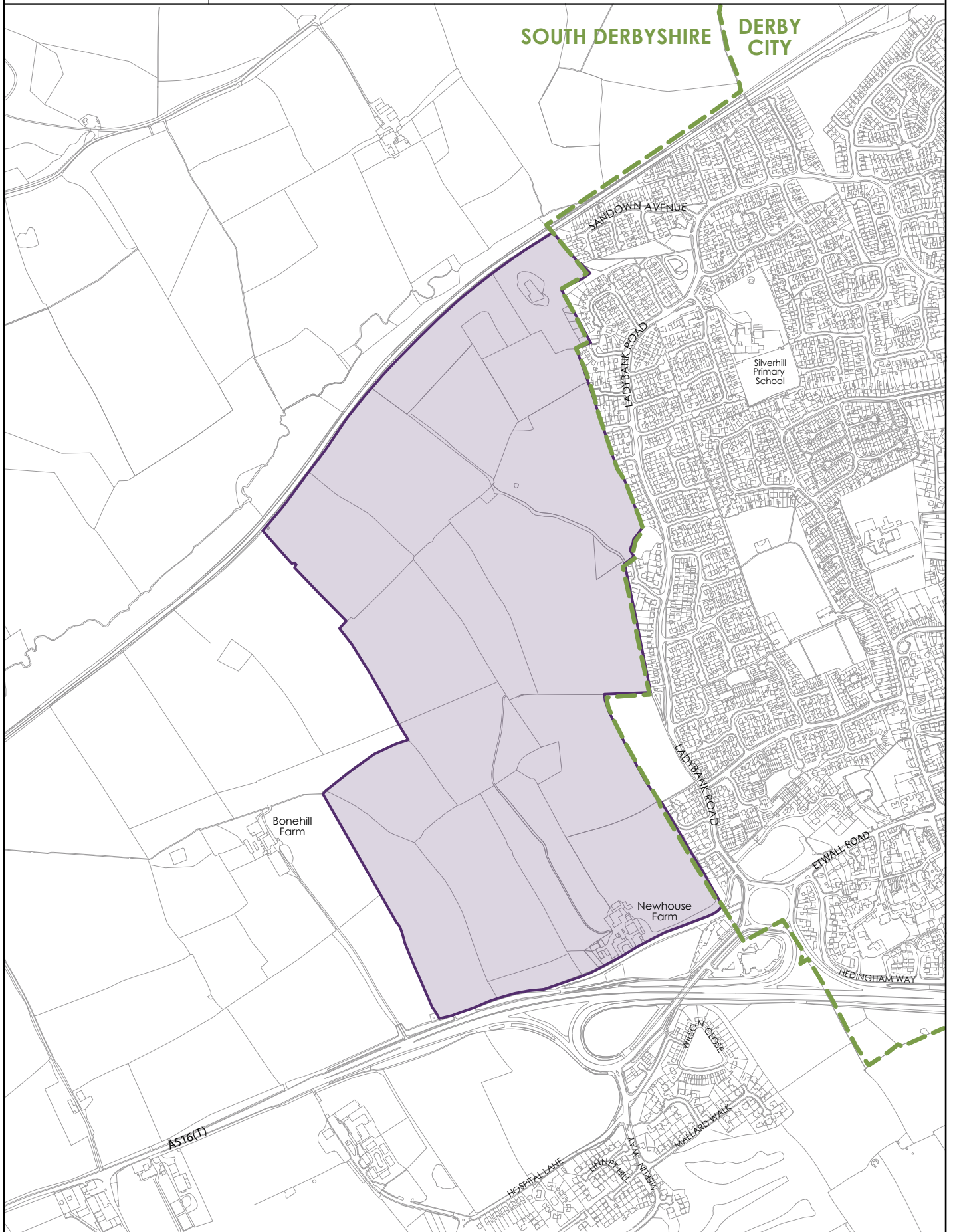
detail as part of a future planning application;

- vi) Consideration of a GP surgery on site subject to discussions with the Southern Derbyshire Clinical Commissioning Group;
- vii) High quality pedestrian and cycle routes shall be provided within the site and links between the site and existing residential development and the adjacent Sustrans route;
- viii) The northern and western edge of the site will require a significant green buffer to help soften the housing development against the landscape;
- ix) The urban extension shall protect and enhance where possible the wider setting of Radbourne Hall and other heritage assets;
- x) Any application for planning permission will be supported by an assessment of the impact of development traffic on the strategic and local road network, including the cumulative impact of development proposed in three aligned Core Strategies. The scope of the assessment should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. The application will also be supported by an access strategy and a package of necessary measures to mitigate any significant impact of the development, including off-site highways improvements, necessary developer contributions and other measures to encourage non-car modes of transport; including necessary enhancements to local bus services.
- xi) Vehicular access to that part of the allocation to the north of the public footpath route that runs from Greenside Court to the dismantled railway line shall be from Ladybank Road. There shall be no vehicular link, except for emergency vehicles and potential bus access, from the remainder of the allocation to Ladybank Road.
- xii) Improvements to existing green infrastructure shall be made within the site along with provision of new green Infrastructure on the site;
- xiii) The Greenway to the north of the site and Ladybank Plantation to the east are local wildlife sites whose nature conservation interest should be protected and links to the surrounding green infrastructure network maintained or enhanced.

- xiv) Surface water run-off should be attenuated to existing Greenfield rates up to a 1 in 100 year plus climate change event to ensure development does not exacerbate flood risk downstream.



Housing Policy 19 : Newhouse Farm



Housing Balance

Policy H20 Housing Balance

- A The Council will seek to provide a balance of housing that includes a mix of dwelling type, tenure, size and density. The overall mix of housing will take account of the Strategic Housing Market Assessment (SHMA) and Local Housing Needs Study.**
- B The density of any site will be considered individually as there is no evidence to support a set density across all sites.**
- C Any housing development would be expected to make the most efficient use of the land whilst taking into account what is appropriate for the surrounding local built and natural environment.**
- D The viability of a development will be considered through determining a schemes housing mix.**
- E The Council will also promote a mix of housing that is suitable and adaptable for different groups of people such as single occupiers, people with disabilities, people wanting to build their own homes and the ageing population of the District.**

Explanation

- 5.79 The Council want to ensure that as well as getting the right amount of housing in the right location that the mix of dwelling type, size and density provided on each site is appropriate. Provision of the wrong housing balance may lead to people moving outside of the District, more land than is necessary being used or a site being harmful to the character of the area.
- 5.80 The SHMA was undertaken across the Derby Housing Market Area and assessed the profile of housing and gaps in the housing offer, housing affordability and trends in the structure of the population over the plan period. The data is split across a Housing Market Area basis, Local Authority and also the sub-markets area.

Affordable Housing

Policy H21 Affordable Housing

- A The Council will seek to secure up to 30% of new housing development as affordable housing as defined in the NPPF on sites of over 15 dwellings.**
- B Consideration will also be given to the:**

- i) The local housing market;
- ii) The viability of any proposed scheme which will be assessed through independent viability assessments;
- iii) The tenure mix and dwelling type on the site will be based on the SHMA or other up to date housing evidence in conjunction with the Council;
- iv) The phases of development that are being proposed.

C Rural exception sites that are kept in perpetuity* as affordable housing for local people, will be permitted adjoining existing Key Service Villages, Local Service Villages and Rural Villages, the number of dwellings to be in accordance with Policy H1 as an exceptional circumstance to normal policy where:

- i) The homes meet a clearly identified local need;
- ii) the development provides a majority of affordable homes;
- iii) the need cannot reasonably be met within the development limits of the village concerned or the sub-market area the site falls within as detailed in the SHMA; and
- iv) the development is in a scale relative to the settlement size and facilities available particularly public transport and does not have any unacceptable adverse impacts on the natural and built environment.

*** subject to the affordable product being considered**

Explanation

5.81 In order that schemes are not rendered unviable the percentage that would be required in order to achieve the required amount of affordable housing over at least the next 5 years is not being sought as in most cases it would not be achievable. However, there is optimism that the housing market will have seen some recovery towards the back of the plan period and therefore the target also needs to take account of this change. Therefore, the target in the policy is a starting point for negotiations and if it can be demonstrated that this target is not viable in agreement with the Council then a lower target would be used.

5.82 The main evidence base for affordable housing is provided through the SHMA published in July 2013. There are also Local Needs

Assessments which were carried out in 2006 which are in the process of being updated.

- 5.83 The SHMA sets out that across the Derby HMA there is a net need of 7,611 houses required in order to meet the affordable housing requirements up to 2017. The need within South Derbyshire is 1,723 dwellings. In order that South Derbyshire meets this need this would require 51% of the houses built over the period from 2012 to 2017 to be affordable based on 3,364 total dwellings to be provided. This may not be practicable; however there must be a maximization of the opportunities.
- 5.84 If a site comes forward as two or more separate development schemes, of which one or more falls below the appropriate threshold, the Council will seek an appropriate level of affordable housing on each scheme or off site contributions to match in total the provision that would have been required on the site as a whole. The District Council does not normally encourage off site contributions and would need exceptional justification for the Council to secure a financial contribution of equivalent value to that which would have been secured by on site contribution.
- 5.85 Rural exception sites could help to deliver housing to some settlements that will see little or no housing growth or where a particular housing need warrants an exception to normal policy. The houses provided on a 'rural exception site' will be for identified locally specific needs through evidence collected by the Strategic Housing team. It is also possible that an identified need cannot be dealt with without some subsidy. This could be achieved through a 'cross-subsidy' site where a small proportion of the site is allowed for market housing which helps to deliver the required affordable housing in the area.

Gypsies and Travellers

Policy H22 Sites for Gypsies and Travellers and for Travelling Showpeople

- A The Council will set the target for new pitches and/or plots according to the most recent needs assessment agreed by the Council. Allocations to meet identified need will be made through a Site Allocations DPD. In identifying land for allocation or determining planning applications for required potential sites, sites will be considered suitable provided they are of an appropriate scale and character and the following criteria are met:**
- i) development does not result in an unacceptable impact on the local environment, including biodiversity, heritage assets or conservation, the surrounding landscape (unless capable of sympathetic assimilation) and compatibility with**

surrounding land uses; and

- ii) safe and convenient vehicular and pedestrian access to the public highway can be provided with no undue adverse impact on the highway network; and**
- iii) the movement of vehicles to and from the site will not cause undue disturbance or be inappropriate for the locality; and**
- iv) there is adequate space for parking, turning and servicing on site; and**
- v) the site is reasonably accessible to local services including health services, shops, education, public transport and other community facilities; and**
- vi) the site is not located in an area at undue risk of flooding; and**
- vii) suitable landscaping and boundary enclosures are provided to give privacy to both occupiers and local residents and minimise impact on the surrounding area; and**
- viii) the site provides a safe and acceptable living environment for occupiers with regard to noise impacts, adequate on site facilities for parking, storage, water supply and electricity supply, drainage and sanitation.**

Explanation

- 5.86 The Housing Act 2004 requires local authorities to include Gypsies and Travellers in the accommodation needs assessment process, and to have a strategy in place setting out how any identified need will be met.
- 5.87 In the District, there are two permanent public sites. These are at Lullington Crossroads (owned by Derbyshire County Council and managed by South Derbyshire District Council) and Woodyard Lane, Foston (again owned by the County Council, but leased to a Gypsy who manages the site). The District also has 13 private sites. The total number of pitches provided in the District at present is 70, plus a further eight caravans.
- 5.88 It is recognised that travellers prefer to buy and manage their own sites, thereby living on smaller scale, private sites, and that the location of those sites needs to meet working and living patterns of travellers. This may include countryside locations. Sites also need access to essential services; sites must not damage character of the

area and must integrate well with the existing community thereby fostering good community relations.

- 5.89 Whilst proposals for traveller sites may be permitted within the countryside, this does not set a precedent for permanent built dwellings which will not be permitted outside settlement boundaries.
- 5.90 The Government's planning policy for traveller sites is set out in "Planning Policy for Traveller Sites" published in March 2012. The Government's overarching policy objective, is for fair and equal treatment for travellers – facilitating their way of life whilst respecting the interests of the settled community. National policy requires a robust evidence base to establish need in the light of historical demand. The Council will periodically reassess need and the occupation of sites, working with neighbouring authorities where necessary. The most up to date assessment will form the basis for a rolling target of provision.
- 5.91 The national policy states that local planning authorities should ensure their policies: promote peaceful and integrated co-existence between the site and the local community; promote easier access to health services; ensure children can attend school regularly; provide a settled base to reduce long-distance travelling and unauthorised encampments; do not locate sites in areas at high risk of flooding; reflect the extent that traditional lifestyles can contribute to sustainability.

Protocol on Unauthorised Encampments

- 5.92 South Derbyshire District Council has a Policy and Procedure for Unauthorised Encampments of Travellers. The stated objectives of this policy are:
- To balance the rights and needs of resident communities with those of Gypsies and Travellers;
 - To manage unauthorised encampments in an efficient and effective way taking account of the potential level of nuisance for local residents and the rights and responsibilities of Gypsies and Travellers;
 - To work with partners in other authorities, the voluntary sector and the Police to address issues of social exclusion amongst Gypsy and Traveller communities."

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Employment and the Economy

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EMPLOYMENT & THE ECONOMY

Introduction

- 6.1 The policies in this Chapter seek to meet the employment development requirements identified in Policy S5.

Strategic Employment Land Allocations

Policy E1 Strategic Employment Land Allocations 2011-2028

- A Development of the following sites will not be permitted other than for new industrial and business development as defined by classes B1(b), B1(c), B2 and B8 of the Use Classes Order:**

Policy No.	Location	Area (ha)
NEW LAND		
E1A	Cadley Hill, Swadlincote	3
E1B	Hilton	7
E1C	Woodville Regeneration Area	12
COMMITTED LAND		
E1D	Tetron Point	8.08
E1E	Dove Valley Business Park	19.27
E1F	Former Drakelow Power Station	12
E1G	Cadley Hill, Swadlincote	5

- B At sites allocated for strategic employment development at E1A, E1B, E1C and E1E the Council will secure provision to meet the needs of small and “grow on” businesses in the form of premises or serviced plots, to be brought forward during the course of the development, either by conditions or a legal agreement attached to a planning permission.**
- C Further development will also be supported at Dove Valley Park and Land at Sinfin Moor, in accordance with Policies E4 and E5**

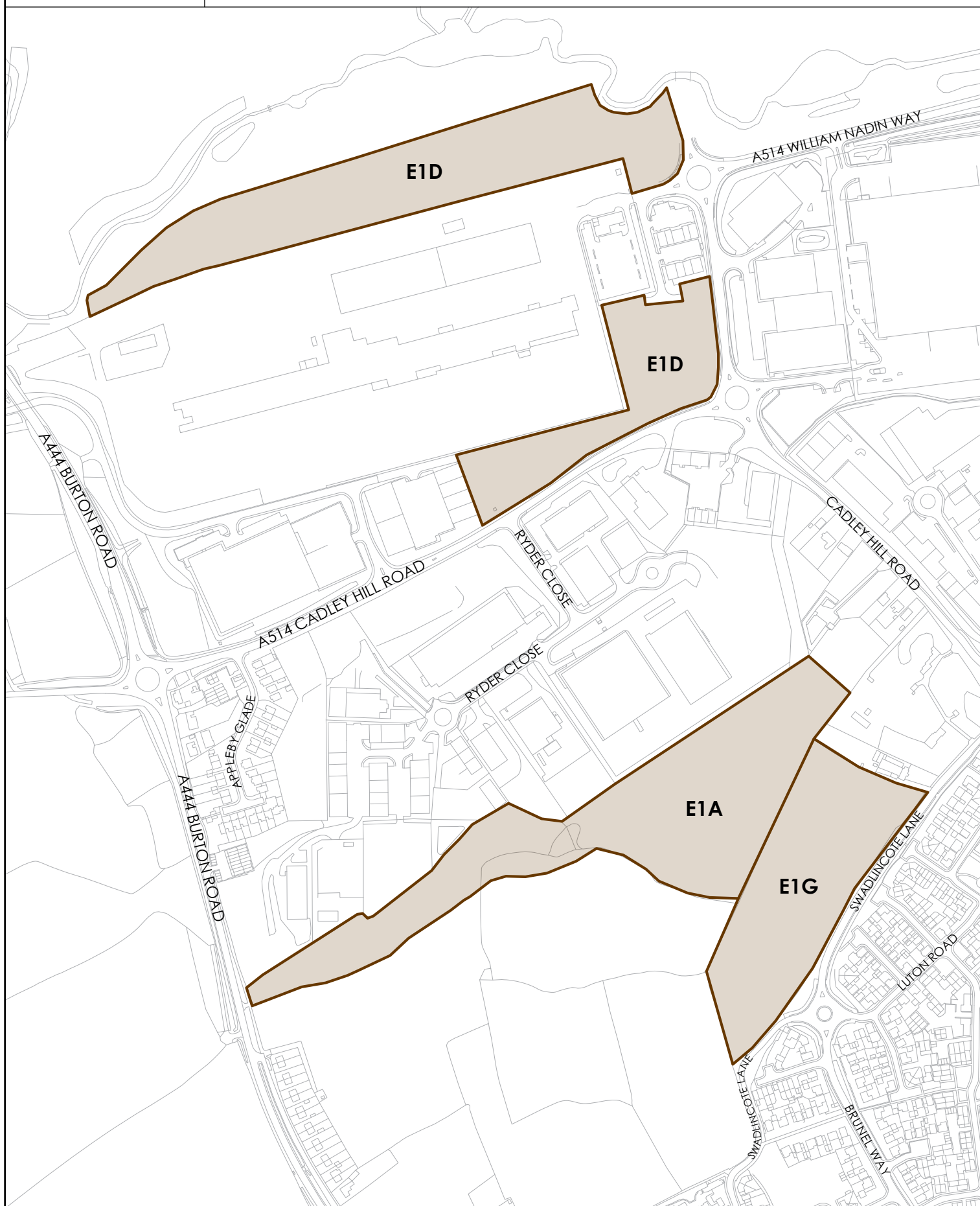
Explanation

- 6.2 As noted in Chapter 4, net total employment land need for the plan period in the remainder of South Derbyshire, beyond the Derby Urban Area, is 42.27 ha.
- 6.3 New land will be at Hilton Business Park to the north for 3.7 hectares and to the east of Hilton Business Park for 3.25 hectares. Parts of the established business park are also to be retained for industrial and business use.

- 6.4 In the Swadlincote urban area new land will be at Cadley Hill (3ha) and the Woodville Regeneration Area (12 ha). The extent of the latter is subject to securing public infrastructure funding toward the development of the proposed Swadlincote Regeneration Route which will have a bearing on the mix of uses on the site.
- 6.5 For the remainder of the District beyond the Derby Urban Area the additional employment sites in the plan period will bring the total provision to around 82 hectares.
- 6.6 Development can also be expected to come forward on small unallocated sites through extensions to existing businesses and rural diversification schemes.
- 6.7 The remainder of the strategic allocation comprises sites with planning consent at Dove Valley Business Park, Tetron Point and the former Drakelow power station site.
- 6.8 Dove Valley Business Park has been successful in attracting business investment to the District, largely as a consequence of it being directly connected to the A50 trunk road. Much of the land with planning consent for industrial and business uses on this brownfield site has now been developed. However, a number of plots remain available.
- 6.9 In Swadlincote, provision is made for continued employment development adjacent to the A444, on land to the south of Cadley Hill Industrial Estate.
- 6.10 At the former Drakelow power station site, an area of 12 ha adjacent to proposed new housing development has the benefit of planning consent to be redeveloped for industrial and business purposes.
- 6.11 Further land has been allocated for employment-led regeneration on a regeneration site in Woodville, (see Policy E6).
- 6.12 As noted under Policy INF3, there is market interest in the establishment of new Strategic Rail Freight interchanges in this part of the East Midlands. The development of such a proposal within South Derbyshire would be expected to generate new employment on a significant scale, with wide ranging strategic planning implications.
- 6.13 The South Derbyshire Economic Development Strategy identifies a shortage of start-up and grow-on business accommodation in the District. To help meet this need, conditions will be attached to future planning consents for development of the strategic employment sites at Hilton, Cadley Hill, Dove Valley Park and the Woodville Regeneration Area requiring the provision of an element of smaller units of up to 100m² in size and "grow-on" units of up to 500m² in size, and/or small, serviced plots allowing owner occupiers to develop bespoke



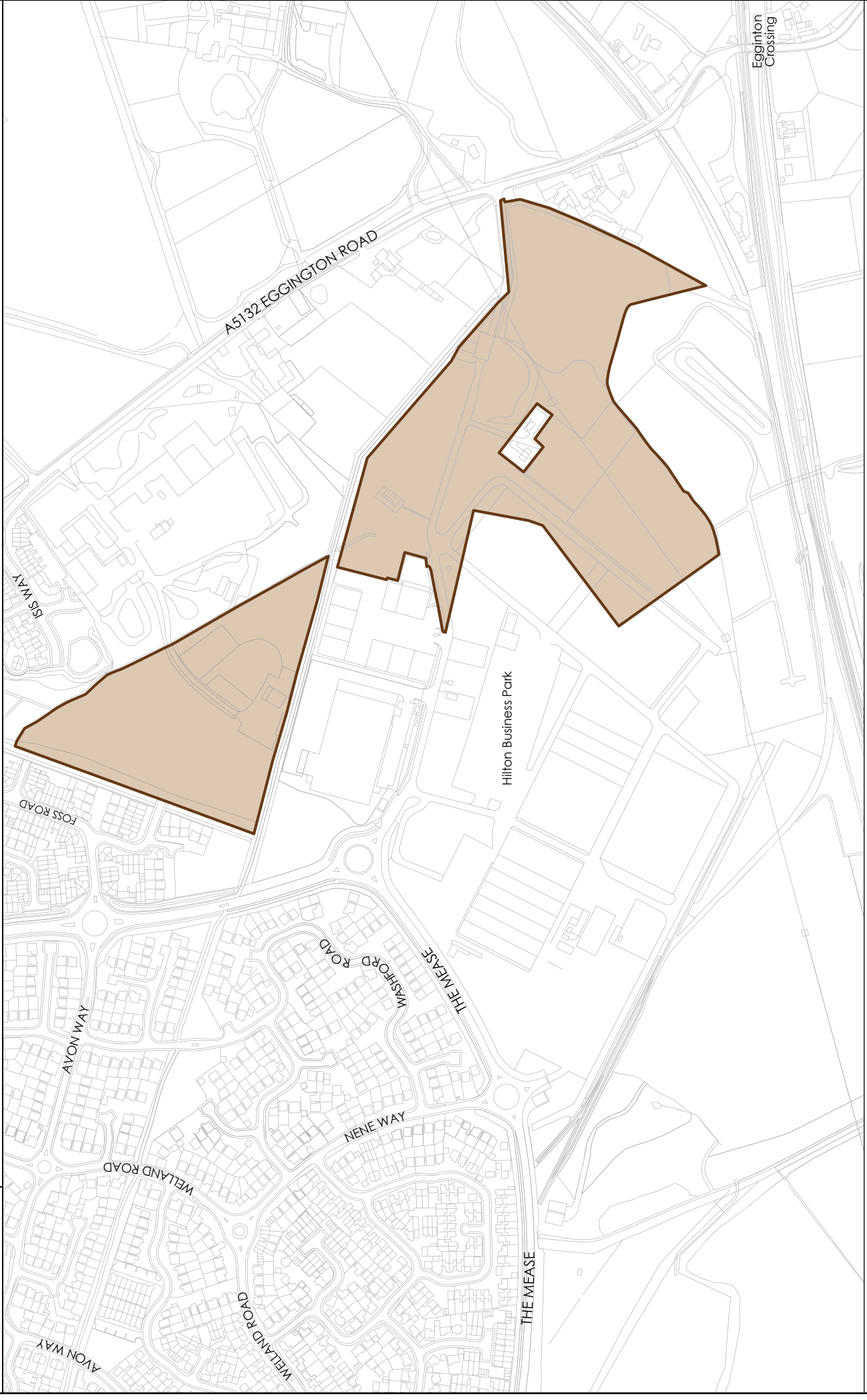
Employment Policy 1: Strategic Employment Land Allocations - E1D TETRON POINT AND E1A & E1G CADLEY HILL





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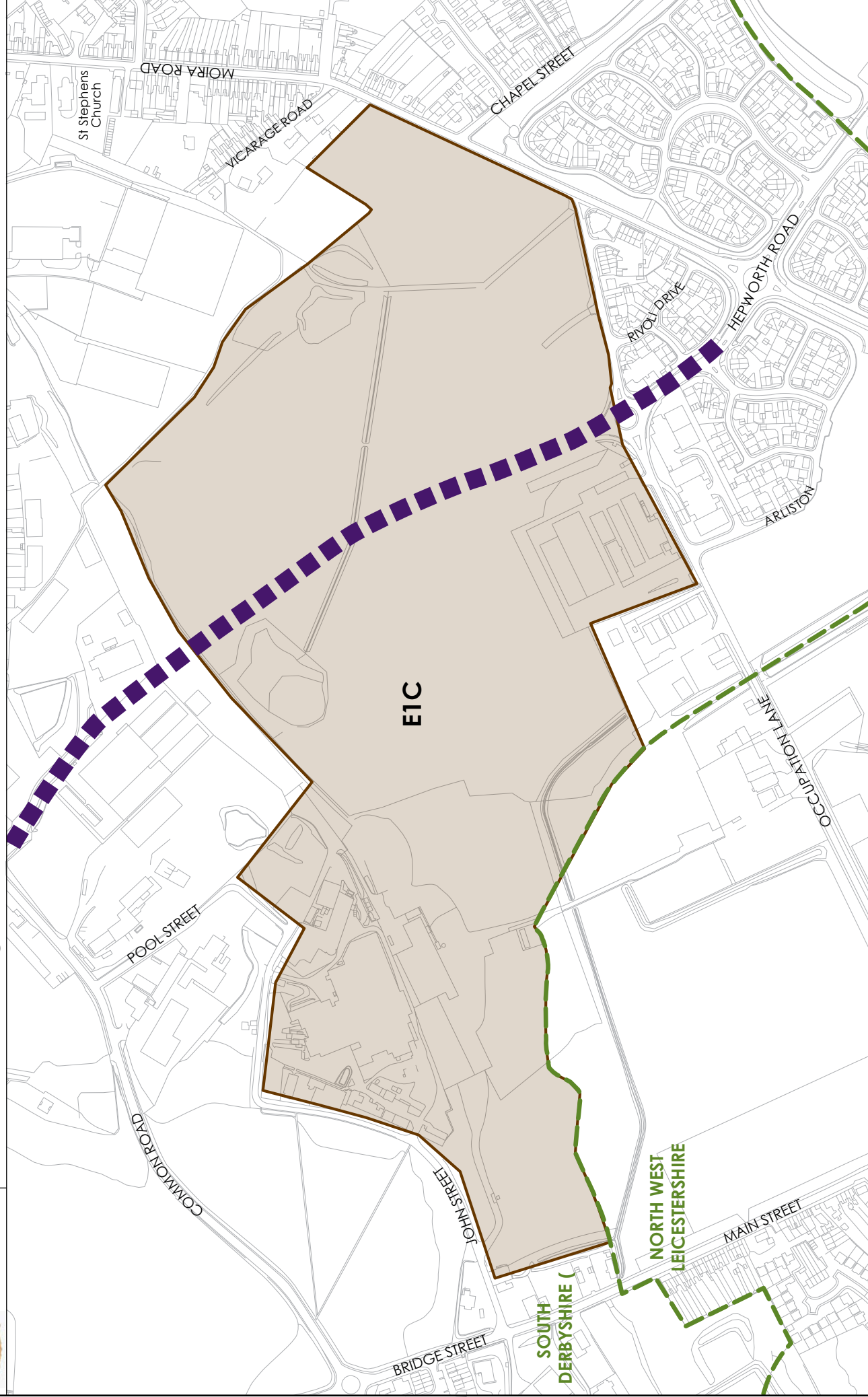
Employment Policy 1: Strategic Employment Land Allocations - E1B HILTON BUSINESS PARK





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Employment Policy 1: Strategic Employment Land Allocations - E1C Woodville Regeneration Area



Woodville Regeneration Route

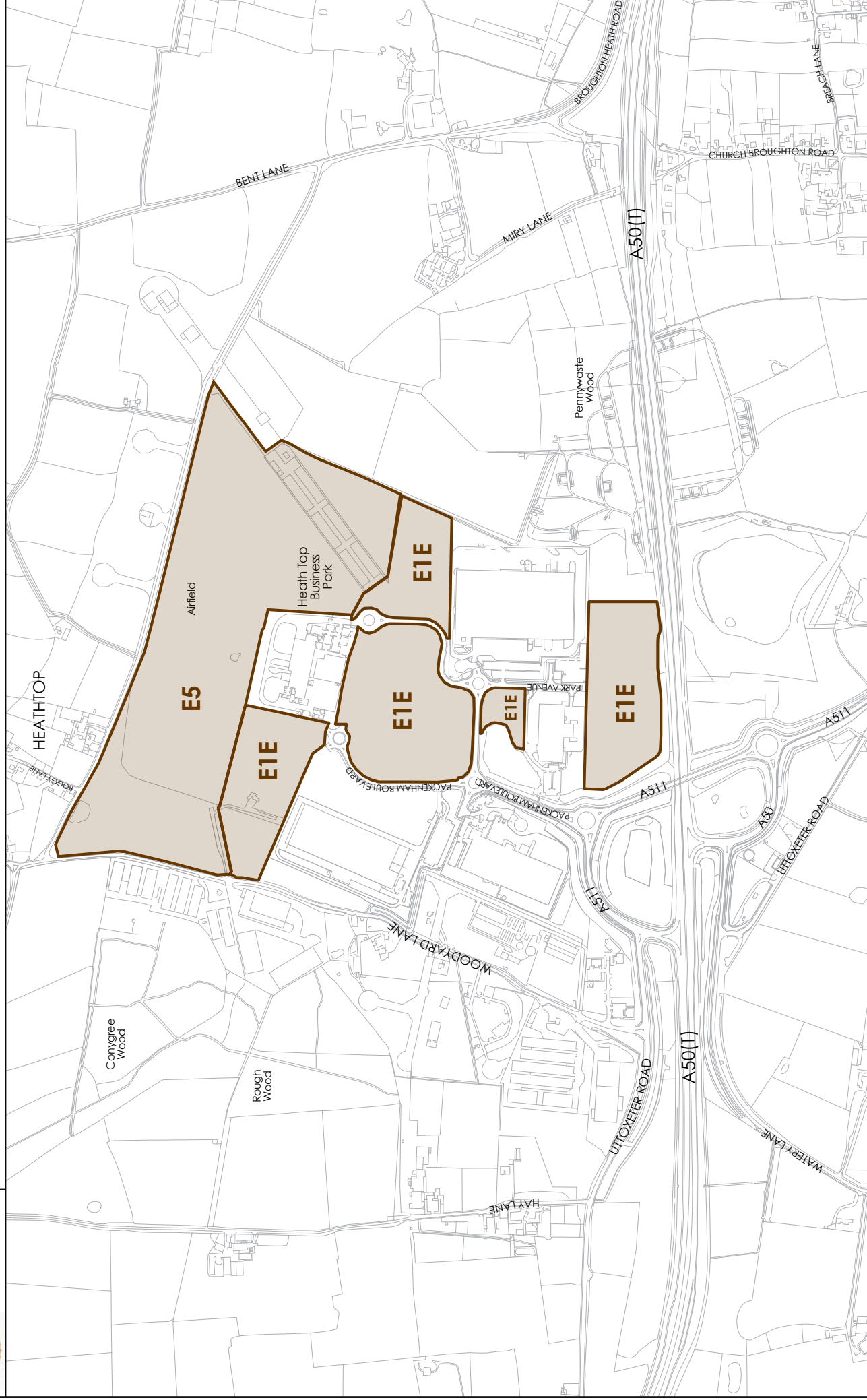


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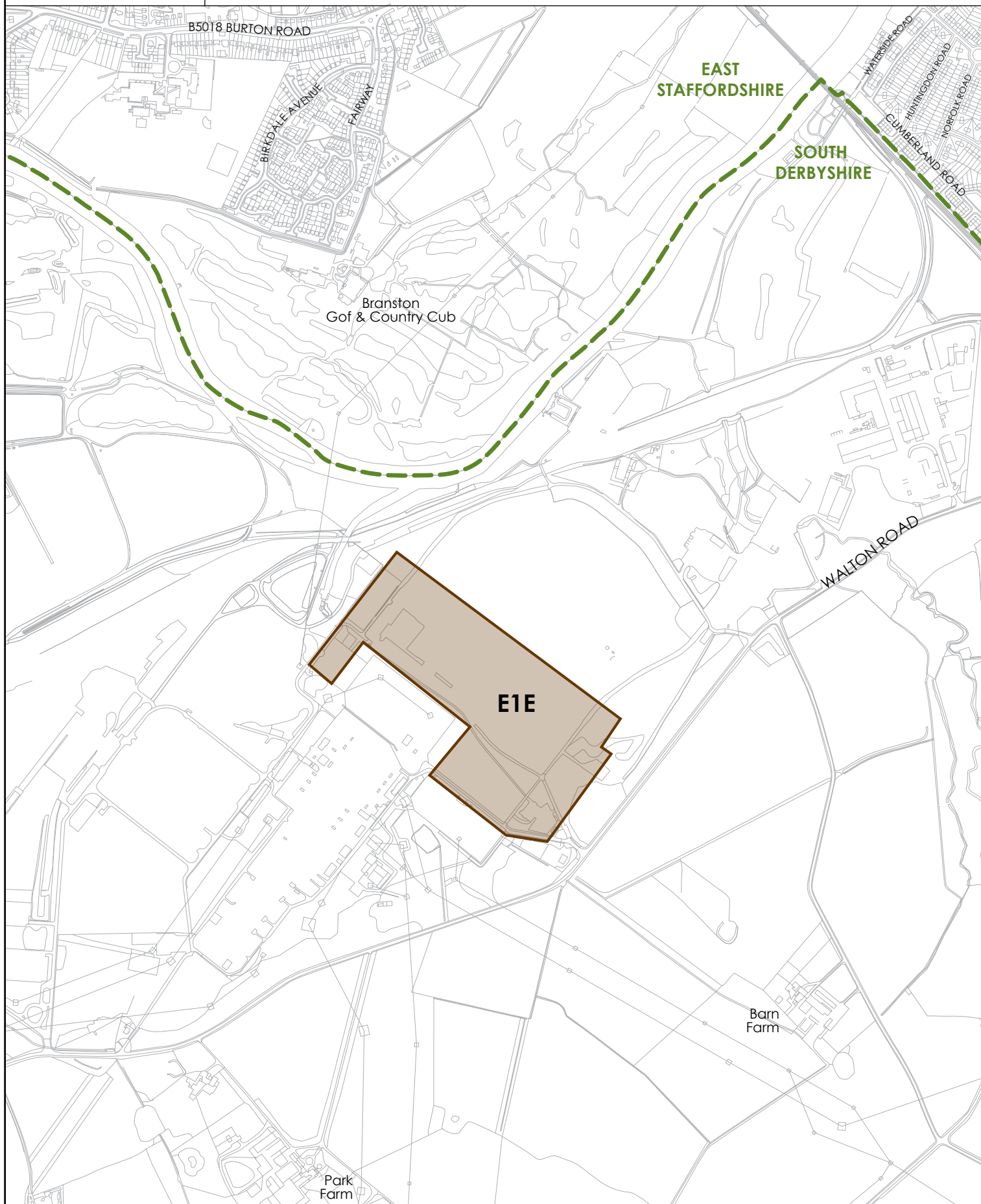
South
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Employment Policy 1: Strategic Employment Land Allocations - E1E & E5 DOVE VALLEY BUSINESS PARK, FOSTON



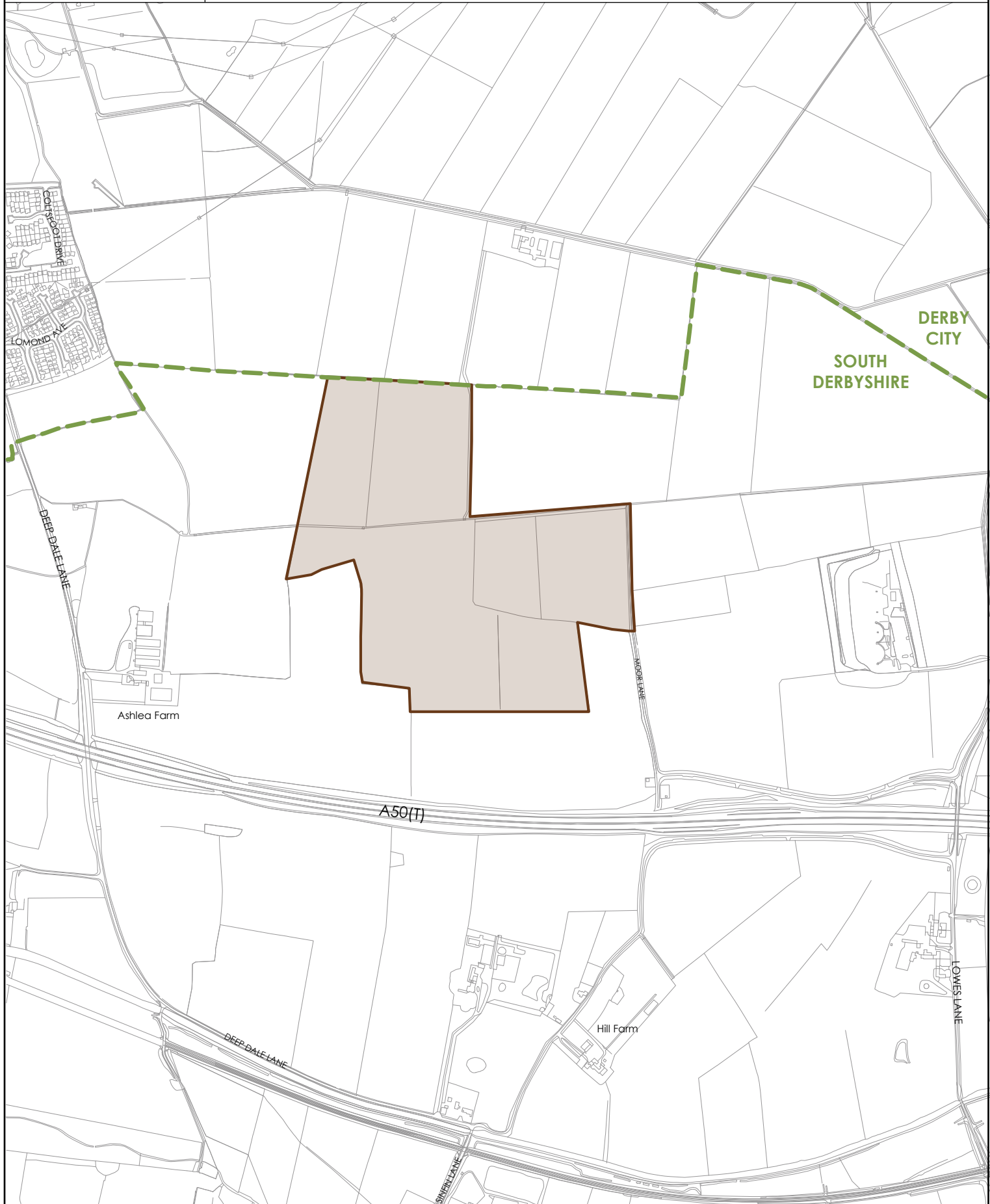


Employment Policy 1: Strategic Employment Land Allocations - E1E FORMER DRAKELOW POWER STATION





Employment Policy E4: Land at Sinfin Moor



accommodation to meet their needs. Such provision will help support the establishment, expansion and retention of businesses within the District. As a minimum, ten percent of the land/floorspace within the total area of each site should be developed for these purposes.

- 6.14 New housing at Hilton (Policy H7) and the Woodville Regeneration Area (Policy E6) will be tied, through planning conditions, to the provision of business accommodation, including small business units and serviced plots, to ensure the timely delivery of balanced, sustainable development. Such provision will also be required by condition in relation to any applications for the renewal of planning consent at the former Drakelow power station site (Policy H6) and Cadley Hill (Policy H5).

Other Industrial and Business Development

Policy E2 Other Industrial and Business Development

- A The development of land for uses defined by classes B1(b), B1(c), B2 and B8 of the Use Classes Order will be permitted where:**
- i) the site lies within or on the edge of the Swadlincote urban area, Derby or Burton upon Trent, or a Key or Local Service Village; or**
 - ii) the proposal is for the expansion of an existing business; or**
 - iii) the proposal is for the redevelopment of established industrial or business land or premises.**
- B All proposals under part A should be in scale with existing built development and should not give rise to undue impacts on the local landscape, natural environment or cultural heritage assets.**

Explanation

- 6.15 Much new industrial land is provided on industrial estates. However, some small firms prefer alternative locations, utilising existing buildings and premises or new development on small sites. Such businesses can often be carried out quite acceptably without disturbance to adjoining land uses. Where necessary to protect local amenity, conditions will be attached to planning permissions preventing intensification of use.
- 6.16 The policy takes a positive approach to extensions or expansion of existing businesses, as this can help to ensure the retention and growth of local employers.

Existing Employment Areas

Policy E3 Existing Employment Areas

- A Redevelopment or changes of use of existing industrial and business land and premises for uses other than those falling within classes B1 (b), B1(c), B2 and B8 of the Use Classes Order will only be permitted where:**
- i) the existing use is significantly harmful to the amenity of neighbouring land uses in terms of noise, vibration, visual qualities, air quality or traffic generation, and this cannot be satisfactorily overcome by other means; or**
 - ii) it can be demonstrated that there is no demand for the use of the site or premises for Use Class B1, B2 and B8 purposes and that the development proposals would not unduly inhibit existing or planned neighbouring land uses.**

Explanation

- 6.17 There is a need for the District to provide a balanced portfolio of sites offering a range of size, location and tenure. Industrial and business uses within Swadlincote and some of the larger villages in the District provide employment opportunities close to residential areas and benefiting local economies. They are usually difficult or impossible to replace and their loss can exacerbate unemployment and commuting. Their retention is therefore accorded a high priority.
- 6.18 Where the established use is a bad neighbour, planning permission for non-industrial or business uses will only be granted where it can be demonstrated that alternative action, such as a change of use from B2 to B1, changes in operational practices or the adoption by the site occupant of a travel plan, will not overcome this concern.
- 6.19 The level of demand for industrial and business land and premises is strongly influenced by the cyclical performance of both the wider economy and particular economic sectors. To demonstrate that there is no long-term demand for the site, an applicant will therefore be required not only to proactively market the site for a minimum period of twelve months, but also to provide a fully reasoned judgement from a professional estate agent as to whether such a site would be likely to be viable in the longer term, either in its present state or as a redevelopment site for alternative industrial and business uses.

Strategic Location for Global Technology Cluster Extension

Policy E4 Strategic Location for Sinfin Moor Employment Site Extension

Land at Sinfin Moor is identified for development beyond 2018 for Use Class B1(b), B1(c), B2 and B8 purposes as an extension to planned new employment development at Sinfin Moor.

Explanation

- 6.26 Land measuring around 30 ha is identified as having the potential to create a comprehensive, coordinated and well integrated extension to Derby City's proposed Infinity Park at Sinfin Moor. This site has the potential to deliver a part of the South Derby Integrated Transport Link and the Council envisages its delivery once a satisfactory transportation mitigation scheme has been identified and demonstrated to be deliverable. Whilst not expected to, the development of the site should not prejudice committed employment or residential development elsewhere in the area.

Safeguarded Employment Sites - Dove Valley Park

Policy E5 Safeguarded Employment Sites - Dove Valley Park

Land measuring 28.3ha, to the north of Dove Valley Business Park, is allocated for the development of large scale industrial and business units only, as defined by classes B2 and B8 of the Use Classes Order. The minimum gross internal floor area per unit will be 15,000 sqm.

Explanation

- 6.27 Dove Valley Business Park has proven attractive to investors by virtue of its location in the A50 corridor, the established direct highway connection to that road and the availability of plots.
- 6.28 The sites listed under policy E1 are capable of accommodating most industrial and business development need of South Derbyshire. However, it is recognised that there is demand for the development of units of an exceptionally large scale for businesses in the manufacturing and logistic sectors, particularly in the A50 corridor, and it is important that land be identified to accommodate such needs.
- 6.29 To ensure that the site is developed for its intended purpose, individual units should have a minimum gross internal floor area of 15,000 sqm.

Development on the site shall be designed to mitigate potential adverse visual impacts, by such means as careful siting of buildings, control of building heights and appropriate landscaping.

Woodville Regeneration Area

Policy E6 Woodville Regeneration Area

Woodville Regeneration Area is protected for employment-led redevelopment, supported by the Woodville - Swadlincote Regeneration Route, to enable the economic, social and environmental regeneration of Woodville and Swadlincote. Redevelopment of the site should incorporate 12 ha of employment development defined by use classes B1, B2 and B8 and up to 150 new dwellings.

Explanation

- 6.30 This site, mainly represents poorly restored former minerals workings and vacant industrial premises. It offers the opportunity for re-use to assist in the economic, social and environmental regeneration of Woodville. Development here would be dependent upon the provision of the proposed Woodville – Swadlincote Regeneration Route, referred to in Policy INF4, which would open up access to the land whilst helping to mitigate the transport impacts of proposals, including the relief of congestion and environmental problems at the A511/A514 “Clock Island” junction. External funding contributions toward the route are being sought which may have viability implications which influence the mix of uses on site.
- 6.31 Strategic scale development in this location, including any potential development on adjacent land outside South Derbyshire, will be brought forward through joint working with North West Leicestershire District Council, to deliver regeneration whilst protecting the amenity of the neighbouring district and maintaining the separate identity of nearby Albert Village. Account will be taken of the need to avoid unacceptable traffic impacts both within Derbyshire and in the neighbouring district of North West Leicestershire.
- 6.32 Regeneration of this site could also contribute towards enhancing the existing urban environment in Woodville, providing new and improved green spaces, community facilities and tree planting, reflecting its key location in the Heart of The National Forest. To help ensure that proposals contribute toward meeting economic needs, the Council will endeavour to secure the timely completion of industrial and business development on the site.
- 6.33 Part of the area identified represents the former premises of the T.G. Green pottery manufacturer. The buildings include listed bottle kilns

and any proposals will need to protect these and their setting.

Rural Development

Policy E7 Rural Development

Development proposals which diversify and expand the range of sustainable employment activities on land outside of settlement boundaries will be supported by the Council provided they support the social and economic needs of the rural communities in the District.

The Council will support proposals for the re-use, conversion and replacement of existing buildings and development of new buildings where:

- i) it is supported by a sound business case;**
- ii) the local highway network is capable of accommodating the traffic generated;**
- iii) development will not give rise to any undue impacts on neighbouring land;**
- iv) it is well designed and of a scale commensurate with the proposed use**
- v) visual intrusion and the impact on the character of the locality is minimised.**

Explanation

6.34 Over the past fifty years the countryside has undergone significant economic change, resulting in a decline in agricultural employment and providing an impetus for rural economic diversification. In addition, much of South Derbyshire has taken on a dormitory role, providing residential accommodation away from the place of work. Farm diversification can assist in supporting economic viability and can provide jobs, helping to maintain the vitality of rural areas and reducing the need to travel.

6.35 The reuse or adaption of existing redundant farm buildings can be a means of providing suitable premises for small business at low cost whilst avoiding harm to the environment. Re-use for employment purposes would generally be preferable to use for other purposes as it can make the greatest contribution towards addressing economic needs and enhancing the sustainability of rural communities. Such uses may be particularly well suited to listed and other buildings of historic merit, as they may involve less external change and internal subdivision than other alternative uses.

- 6.36 Proposals for the economic diversification of farms should be of an appropriate scale, providing for the employment needs of local residents and thereby minimising the need to travel. A flexible approach will be taken, particularly where the opportunity exists to bring otherwise redundant buildings back into use. Where an established building is unsuitable for industrial and business use, it may be appropriate to consider its replacement.
- 6.37 Where no alternative means of accommodating a business use as part of a farm diversification scheme can be found, it may be possible to develop a new, well designed building of a commensurate scale to the use. To ensure its long term viability as business accommodation, a planning application for development of this kind should be accompanied by a full business plan and the building should be so designed as to be suitable for use by other potential business occupiers.
- 6.38 For all forms of development outside of settlement boundaries, it is important that the scale of development proposals is appropriate to its surroundings to ensure that visual intrusion and impact on the character of the locality are minimised.
- 6.39 Proposals for leisure and tourism development are addressed by Policy INF10.

7

Sustainable Development

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SUSTAINABLE DEVELOPMENT

Introduction

- 7.1 The Brundtland Report released by the World Commission on the Environment and Development defined sustainable development as: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs".
- 7.2 The key priorities for delivering sustainable development are set out in the UK Government's Sustainable Development Strategy (Securing the Future) published in March 2005. These are:
- Sustainable Consumption and Production
 - Sustainable Communities
 - Natural Resource Protection and Environmental Enhancement
 - Climate Change and Energy.
- 7.3 The National Planning Policy Framework states that 'At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development'. The policies included in this chapter will help ensure that future growth contributes towards the delivery of sustainable growth within the District.

Amenity and Environmental Performance

Policy SD1 Amenity and Environmental Quality

- A The Council will support development that does not lead to adverse impacts on the environment or amenity of existing and future occupiers within or around proposed developments.**
- B The Council will take into consideration the following:**
- i) The potential for development to affect surface and ground water quality and its potential to affect the long term delivery of water quality standards set out in the Water Framework Directive or Habitats Directive;**
 - ii) The potential for development to affect designated Air Quality Management Areas (AQMAs).**
 - iii) The need for a strategic buffer between conflicting land uses such that they do not disadvantage each other in respect of amenity issues, such as odours, fumes, or dust and other disturbance such as noise, vibration, light or shadow flicker.**

Explanation

- 7.4 A key objective of the South Derbyshire Local Plan is to sustainably manage growth so that it avoids harmful effects on the amenity of existing and future occupiers and nearby properties. Important within this is working alongside other agencies.
- 7.5 The stewardship of the natural environment is key to sustainable development and the Local Plan has a role in safeguarding land, air and water resources which could be negatively affected by development. Similarly, the Plan has a key role in safeguarding the amenity of future occupiers, or properties near to development, as well as the wider area.
- 7.6 Where development could have amenity impacts on either the natural environment or on local residents, the Council will seek appropriate mitigation or compensatory measures secured through conditions or planning obligations.

Flood Risk

Policy SD2 Flood Risk

- A When considering development proposals in South Derbyshire, the Council will follow a sequential approach to flood risk management, giving priority to the development of sites with the lowest risk of flooding. The development of sites with a higher risk of flooding will only be considered where essential for regeneration or where development provides wider sustainability benefits to the community that outweigh flood risk.**
- B Development in areas that are identified as being at risk of flooding will be expected to:**
- i) Be resilient to flooding through design and layout;**
 - ii) Incorporate appropriate mitigation measures, such as on-site flood defence works and/or a contribution towards or a commitment to undertake and/or maintain off-site measures;**
 - iii) Not increase flood risk to other properties or surrounding areas; and**
 - iv) Not affect the integrity or continuity of existing flood defences**
- C Suitable measures to deal with surface water will be required on all**

sites in order to minimise the likelihood of new development increasing flood risk locally. Any developments that could lead to changes in surface water flows or increase flood risk should be managed through the incorporation of Sustainable Drainage Systems (SUDS), which mimic natural drainage patterns, unless this is not technically feasible, or where it can be demonstrated that ground conditions are unsuitable for such measures.

- D The Council may require developers to restore culverted watercourses within regeneration or development sites to a natural state (i.e. break the channel out of culvert, remove redundant structures, replace/improve existing structures to a restored watercourse profile) in order to reduce flood risk and provide local amenity and/or ecological benefits.**
- E To contribute to the enhancement of watercourses in accordance with the objectives of the Water Framework Directive, developers will be expected to work with the regulating authorities to develop watercourse restoration schemes.**
- F Proposals for flood management or other infrastructure offering improvements that lower the risk of flooding will be supported, subject to the proposal having no other adverse effects on local amenity and/or flood risk elsewhere. Where new flood related infrastructure is proposed opportunities for delivering environmental improvements including biodiversity gain and green infrastructure delivery should be fully considered by those delivering the project.**

Explanation

- 7.7 Within South Derbyshire around one fifth of the district is at flood risk. In total more than 6,500 homes and businesses are located in areas of high and moderate flood risk and climate change could increase the number of properties at risk.
- 7.8 There are many causes of flooding including river (fluvial) flooding, surface water run-off (pluvial) flooding together with flooding from sewers and drains, culverted watercourses, groundwater, as well as through breaching/overtopping of flood defences and from artificial sources such as canals and reservoirs. The risk of flooding can never be totally removed, however through good planning, management and use of sustainable flood mitigation and drainage approaches, the risks and consequences of flooding in many areas can be reduced.
- 7.9 The effect of flooding on development, and the impact which new development may have on flood risk, is an important issue in making land use decisions. The Council's Strategic Flood Risk Assessment (SFRA) defines the Flood Zones for South Derbyshire and provides the

necessary evidence to support the application of the sequential approach when allocating sites through the Local Plan and in considering applications for planning consent.

- 7.10 The risk of flooding has informed the spatial strategy for the District, which proposes to locate development predominantly in areas with a low risk of flooding and avoid further greenfield development within the functional floodplain or areas at flood risk.
- 7.11 Planning applications for development proposals of 1 hectare or greater in Fluvial Flood Zone 1 and all proposals for new development located in Fluvial Flood Zones 2 and 3 will be accompanied by a site specific Flood Risk Assessment (FRA). This should identify and assess the risks of flooding from all sources to and from the development and demonstrate how flood risk will be managed and where possible reduced by the careful design and layout of development proposals. For major developments in Flood Zone 1, the FRA should identify opportunities to reduce the probability and consequences of flooding. The Council will also expect flood risk assessments to be prepared where there is clear evidence that proposals could be affected by surface water flooding or could increase flood risk elsewhere.
- 7.12 The development of sites with a higher risk of flooding will be considered where development is necessary to deliver wider sustainability objectives, for example, the essential regeneration of a previously developed site, or to support the maintenance or improvement of flood management infrastructure to communities affected by high levels of flood, for example development in Hatton. In such instances the District Council will undertake the 'Exceptions Test' as set out in the National Planning Policy Framework and associated technical guidance and will seek to work closely with the Environment Agency and the Lead Local Flood Authority (Derbyshire County Council) in order to ensure that appropriate measures to reduce flood risk locally are secured.
- 7.13 New development should minimise the risk of flooding to people, property and the environment. Development can help to mitigate and manage flood risk through the incorporation of Sustainable Drainage Systems or SUDS. These systems may include surface water storage areas, flow-limiting devices, infiltration areas or soakaways.
- 7.14 The Council will seek to support proposals for flood risk management schemes brought forward during the life of the Plan which reduce flood risk for local communities and contribute towards other strategic objectives set out within the Local Plan. The District Council will work with the Environment Agency and other stakeholders to identify funding opportunities and develop flood risk management schemes and infrastructure wherever possible.

Delivering sustainable water supply, drainage and sewerage

Policy SD3 Sustainable Water Supply, Drainage and Sewerage Infrastructure

- A** The Council will work with Derbyshire County Council, Water Companies, Developers, and other Authorities and relevant stakeholders to ensure that South Derbyshire's future water resource needs, wastewater treatment and drainage infrastructure are managed effectively in a coordinated manner by:
- i)** Ensuring that adequate water supply, sewerage and drainage infrastructure needed to service new development is delivered in tandem with identified growth;
 - ii)** Supporting activities by the Water Companies to reduce demand for water and in turn suppress sewerage and discharge effluent volumes by ensuring that water consumption is no more than 110 litres per person per day (including external water use) as estimated using the Water Calculator methodology¹ or all water fittings do not exceed the performance set out in Table 5 below;
 - iii)** Working with the County Council (as Lead Local Flood Authority or other appropriate body), to ensure new developments incorporate sustainable drainage schemes that reduce the demand for potable water supplies and mimic natural drainage, wherever practicable. In bringing forward SUDS, as a means of managing surface water run-off, developers will be expected to design schemes to improve river water quality and reduce pressure on local drainage infrastructure and deliver biodiversity gain on sites;
 - iv)** Ensuring that all relevant developments within the catchment of the River Mease, support the delivery of the River Mease Water Quality (Phosphate) Management Plan, by means of financial contribution, in order that the unmitigated addition of phosphorous does not lead to deterioration of the Mease Special Area of Conservation.
- B** Foul flows generated by new development will be expected to connect to the mains sewer. Only where a connection to the mains sewer is not technically feasible (given the nature and scale of proposals) will discharges to package treatment works, septic tanks or cess pits be permitted. Developments that utilise non-mains drainage will only be permitted where proposals do not give rise to unacceptable environmental impacts.

C Surface water from new development will be expected to be managed using SUDS; discharge to watercourse; or connection to surface water mains sewer. Only where these options are not technically feasible and in consultation with Water Companies, will surface water discharges to a combined sewer be permitted.

Explanation

- 7.15 According to the Environment Agency the quality of our water environment has improved in recent years. However, the Water Framework Directive requires water in our rivers, canals, lakes and underground sources to meet even higher quality standards in the future.
- 7.16 Meeting tighter water quality targets will be challenging in the face of supply and demand uncertainties associated with climate change and housing and employment growth over the plan period. Planning Authorities have a key role to play in supporting the Environment Agency, Water Companies and local communities to meet these Water Framework Directive targets.
- 7.17 Future housing and employment growth, coupled with anticipated reductions in water output and availability as a result of climate change within their Strategic East Midlands Water Resource Zone has led Severn Trent Water (STW) to conclude in its current and emerging Water Resources Management Plan (WRMP) that without demand management there would be insufficient water available to meet identified demand by the end of the Plan period. STW considers that Local Authorities will play a key role in supporting its demand management strategy. Most communities in South Derbyshire are supplied by Severn Trent.
- 7.18 South Staffordshire Water supplies a number of smaller villages in the southern part of the District together with homes and businesses in Hilton, Repton, Etwall, Willington, and Findern. There is less pressure on water resources in this area. However, villages located to the north of Burton upon Trent are supplied by reservoir/storage tanks at Winshill and Outwoods. Future growth in Burton upon Trent is likely to increase pressure on these reservoirs and as such additional growth in South Derbyshire to the north of Burton will also add to the demand for local storage and supply. In addition, much of the southern part of the District falls within the catchment for the River Mease which is at saturation point for receiving effluent flows, whilst sewage treatment works at Milton (which serves Willington and Repton) and Findern are currently operating above their consented capacity.
- 7.19 Whilst water resources available within the South Staffordshire Water Resource Zone could meet demand as a whole, local infrastructure

and environmental constraints summarised above justify the need for suppressing water demand (and hence waste water discharges) across communities in this water resource zone also.

- 7.20 In light of this the Council will require that all new homes in South Derbyshire will be constructed to ensure that water use is no more than 110 litres per person per day (including external water use) as estimated using the Water Calculator methodology or all water fittings do not exceed the performance set out in table 5 below:

Table 5: Local Water Requirements (based on water fittings)

Water Fitting	Additional Local Level
WC	4/2.6 litres dual flush
Shower	8 litres/minute
Bath	170 litres
Basin Taps	5 litres/minute
Sink taps	6 litres/minute
Dishwasher	1.25 litres/place setting
Washing Machine	8.17 litres/kilogram

- 7.21 Many recent large-scale developments within South Derbyshire have incorporated Sustainable Drainage Systems or SUDS. However these systems usually consist of a piped drainage system which discharges to a large retention basin, which allows a controlled volume of water to discharge to a local watercourse. Whilst such systems are useful in dealing with flood risk and reducing pressure on the local sewerage network, they often do little reduce the need for potable water demand; improve water quality and tackle diffuse pollution; contribute towards ground water recharge or significantly improve biodiversity and amenity.
- 7.22 The Flood and Water Management Act (2010) designates the County Council as the 'Lead Local Flood Authority' in Derbyshire. One of the new statutory duties for the County Council is to advise the District Council on the adequacy of proposals to manage surface water on development sites.
- 7.23 The River Mease is a Special Area of Conservation (SAC) protected under European law due to the importance of the species and habitats it supports.
- 7.24 Historic survey work carried out by the Environment Agency revealed that the quality of the water in the river was poor, mainly due to high

phosphorous levels. As a precaution against increasing phosphorous levels, between 2009-2013 , new development within the River Mease Catchment was restricted, leading to delays in planning applications and a knock-on effect on the local economy.

- 7.25 South Derbyshire, together with other neighbouring Authorities (Lichfield District Council and North West Leicestershire District Council) has agreed a scheme, which will ensure that the integrity of the site is not put at risk as a result of further development. Under the new scheme, housebuilders will have to make a financial contribution where they seek to build new homes which discharge to the mains sewer in Overseal, Netherseal, Lullington and Smisby.
- 7.26 The contribution will depend on the number of properties built, their size and the water efficiency of each new home. Commercial developments will also be expected to pay a contribution dependent on the size and scale of the development proposed.
- 7.27 Contributions will be used to undertake a number of actions to reduce phosphorous levels thereby ensuring that new development does not lead to deterioration in water quality, or cause a net increase in phosphorous levels.
- 7.28 In many rural parts of the District, it is not always possible for new or existing development to connect to the mains sewer network. However a proliferation of private foul water treatment plants could increase diffuse pollution and lead to a deterioration in water quality. This in turn could undermine efforts to achieve Water Framework Directive targets in the District's ground and surface waters as set out in the Humber River Basin Management Plan. As a result the Council will seek to ensure that small scale developments, such as single dwellings, connect to the mains sewerage system, where these are located within 30m of the sewer. For larger developments the Council will seek mains connection on a case by case basis where developments are based more than 30m from a sewer.
- 7.29 However in many rural locations the costs of connecting to the foul sewer can be prohibitive, especially for small isolated developments located some distance from the nearest mains sewer. Where it can be demonstrated to the satisfaction of the Council and the Environment Agency that connection to the foul sewer is not technically feasible or financially viable the Council will pursue drainage options in the following order:
- Discharge to package treatment plants
 - Discharge septic tanks
 - Discharge to cess pit
- 7.30 Discharges to cess pit will only be permitted in exceptional

circumstances where it can be demonstrated that other non-mains drainage solutions are inappropriate or could lead to significant environmental effects. This is because cess pits require ongoing emptying by tanker and where this doesn't happen in a timely manner the likelihood of a pollution incident can be high.

Contaminated Land, Land Instability and Mining Legacy Issues

Policy SD4 Contaminated Land and Mining Legacy Issues

- A Planning permission for development on land which is known to comprise made ground or which is unstable, contaminated or potentially contaminated, will only be granted where the applicant has demonstrated through appropriate investigations, that the scheme will incorporate any necessary remediation measures to protect human health and/or the natural environment.**
- B The Council will work with Developers, the Environment Agency, Natural England and the Coal Authority and other relevant Authorities and organisations to bring forward the regeneration of derelict, unstable or contaminated sites and investigate options for the sustainable management of rising mine water levels within the South Derbyshire Coalfield.**

Explanation

- 7.31 The presence of contamination can affect or restrict the use of land but development can address the problem for the benefit of the wider community and bring the land back into beneficial use. The presence of instability in land can also be a concern and when new development is proposed it is necessary to ensure that new buildings and their surroundings are safe for future occupiers and other users.
- 7.32 Within South Derbyshire there are many areas affected by contamination, land instability or mining legacy issues. These areas tend to be sites used historically for industry, including manufacturing; coal mining and other mineral extraction. Occasionally however contamination can arise from natural sources. Similarly, instability may have various causes but in South Derbyshire key concerns relate to extensive areas of recorded mining activity in the South Derbyshire Coalfield around Swadlincote. Whilst most past mining is benign in nature, potential public safety and stability problems can be triggered and uncovered by development activities.
- 7.33 In assessing whether land contamination or instability is an issue to be

taken into account when a planning application is submitted, the Council will have regard to a range of information sources including information provided by developers and third parties, and the advice of the Coal Authority. In the case of development where the use would be particularly vulnerable to contamination (such as new homes with gardens and schools) evidence will always be required to establish whether there is any contamination, which will need to be addressed.

- 7.34 Closure of deep mines in the South Derbyshire Coalfield (which also covers a large part of north western Leicestershire) during the late 1980s and early 1990s was accompanied by the switching off of minewater pumps. This has led to the recovery of minewater levels in the area, which is typical of many other former mining areas across the country.
- 7.35 As water levels recover, metals may be leached from former workings. The potential consequences of this recovery are contamination of local watercourses by surface discharges of minewater and possible contamination of ground water.
- 7.36 The Coal Authority is responsible for managing the liabilities and legacies of coal mining. The Coal Authority has commissioned investigations into minewater rebound in the South Derbyshire Coalfield and is currently investigating development solutions centered on controlling water levels by the abstraction and treatment of minewater. It is currently unclear whether there will be a need for action to ensure that rising minewaters do not affect the natural environment of South Derbyshire but if action is required the District Council will work constructively with the Coal Authority, UK Coal, the Environment Agency and others to ensure that water courses and ground waters are protected.

Minerals Safeguarding

Policy SD5 Minerals Safeguarding

- A The Council will consult the Minerals Planning Authority (Derbyshire County Council) on any planning applications for non-minerals development which fall within the boundary of a minerals safeguarding area.**
- B The Council will not permit other development proposals in mineral safeguarding areas where they might sterilise economically workable mineral deposits, except where development conforms with the criteria set out in the minerals safeguarding policy included in the Derbyshire Minerals Local Plan.**

- C** Within South Derbyshire extensive minerals resources are located along the Trent Valley (sand and gravel) and within the South Derbyshire Coalfield. The Local Plan has a key role in helping to safeguard commercially viable minerals resources and ensuring that new development does not lead to the sterilisation, or prejudice the future working of, important mineral reserves.

Explanation

- 7.37 Minerals are essential to support sustainable economic growth. It is important that there is a sufficient supply of material such as sand and gravel, coal and fireclay to provide the infrastructure, buildings, energy and goods that the country needs. However minerals are a finite resource and can only be worked where they are found and there is a need to ensure that resources are not sterilised by new developments.

Sustainable Energy and Power Generation

Policy SD6 Sustainable Energy and Power Generation

- A** The Council will support renewable and other energy developments and ancillary buildings or infrastructure subject to the following considerations:
- i) that the environmental effects of the proposal have been appropriately considered and schemes will not give rise to unacceptable impacts on landscape or townscape character, ecology, the historic environment or cultural heritage assets.
 - ii) that proposals will not give rise to unacceptable impacts on local amenity, or give rise to safety concerns, as a result of noise, shadow flicker, electromagnetic interference, emissions to the air or ground, odour or traffic generation and congestion.
- B** Developers promoting biomass will be expected to demonstrate that biofuels will be procured from sustainable sources. Where generators propose to source wood fuel or other biomass from outside The National Forest, the applicant will be expected to locate biofuels sequentially considering fuels from regional sources, followed by the UK and international markets. Where fuels are sourced from outside the region, generators will be expected to demonstrate that no sequentially preferable fuel supply exists which is available, cost effective or meets the necessary specification.
- C** Any new generating plant capable of producing heating or cooling

as well as electricity will be expected to be designed and located in a way that facilitates the future connection to a local distributed energy system. Large scale commercial and residential development close to Willington and Drakelow will be expected to consider opportunities for utilising waste heat for District heating and cooling.

- D Additional energy generation capacity, ancillary infrastructure and carbon capture facilities at the Drakelow and Willington Power Station sites will be supported where it can be demonstrated that development will not give rise to unacceptable amenity and environmental effects as set out above.**

Explanation

- 7.38 The development of new energy infrastructure (renewable or otherwise) is generally supported by national planning policy as around one quarter of the UK's energy plant capacity will close as existing power stations reach the end of their design life, or are forced to close to meet European emissions targets over the next few years. However Government guidance also recognises that energy installations need to be appropriate in terms of location and design and considered on a case-by-case basis. As such whilst the Council recognises the need to have a presumption in favour of development of renewable and other energy infrastructure development, this needs to be balanced against wider environmental and social considerations in order to ensure that the negative impacts of new development do not outweigh the broader benefits that energy installations bring.
- 7.39 In respect of biomass generation the Council recognises that the National Forest can play a key role both in terms of contribution of wood fuel and helping to stimulate wood fuel and biomass markets locally. The Council will seek to encourage developers wishing to develop biomass installations to use locally sourced biofuels unless it can be demonstrated to the satisfaction of the Authority that local fuels are unable to meet, or part meet the operational needs of the installation. Where fuels are procured from outside of the east or west midlands region, operators will be expected to demonstrate to the Council that biofuels are sourced from as close to the installation as practicably possible.
- 7.40 Energy consumed for heating accounts for nearly half of total UK final energy consumption and nearly four-fifths (78 per cent) of energy use outside the transport sector. In generating electricity many modern power stations waste large quantities of heat, which is often seen as a cloud of steam rising from cooling towers. Even in modern power stations such as those proposed at Willington or Drakelow, the efficiency of the plant is seldom above 50% and by using waste heat

the efficiency of power plants can increase to as much as 80%.

- 7.41 Wherever possible, the Council will seek to ensure that new power stations are designed and located where low-grade waste heat can be utilised for heating or cooling local businesses and homes. Developers will be expected to identify any local opportunities for the utilisation of waste heat and design schemes in a manner which enables the connection and distribution of usable heat to existing or future development should opportunities arise.
- 7.42 Similarly, subject to already consented power stations being built in Drakelow and Willington, it is likely that significant volumes of waste heat could be available for heating and cooling local homes and businesses. All new large-scale development within 5km of proposed power station sites will be expected to fully investigate opportunities for using waste heat.
- 7.43 In respect of the proposed power station sites at Drakelow and Willington the Council accepts that these sites will generate significant investment and will create jobs both during their construction and operation. Once developed the Council will support future proposals for development within the sites of existing power stations for additional and ancillary energy infrastructure or carbon capture and storage needed to support the on-going operation of the sites, subject to any plans conforming with this and other policies set out in this Plan.
- 7.44 The Government has recently extended permitted development rights so that planning applications need no longer be submitted to the Council for many types of small scale renewable or low carbon energy or heat generation technologies. Where planning permission is required the Council will support the development of small-scale renewable and low carbon energy generation subject to proposals complying with this and other policies set out in the Local Plan including those which seek to protect local landscape and cultural heritage features.

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Built & Natural Environment

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BUILT AND NATURAL ENVIRONMENT

Introduction

- 8.1 South Derbyshire is predominantly a landscape of compact villages set in farmland and parkland. Historic estate parklands, often annexed to villages, play a large role in local distinctiveness. Tree planting within the National Forest is changing the rural appearance in the southern part of the District.
- 8.2 There are some settlements which owe their existence to non-agricultural industry, or have been heavily influenced by it. Melbourne became a minor centre for framework knitting and textiles from the 1760s and at Shardlow a new settlement was established by the coming of the Trent and Mersey Canal. Swadlincote became a globally important sanitaryware pottery town in the 19th century.
- 8.3 The varied local distinctiveness of the District's villages is often a reflection of the period when the local economy was most thriving. At Swadlincote, for instance, the buildings reflect the late 19th and early 20th centuries when the sanitaryware and heavy clay industries were at their height. At King's Newton, the main street of timber framed and stone houses recalls the 17th century when it was a settlement of relatively prosperous yeoman farmers.
- 8.4 Today the historic environment is recognised by the District Council as a foundation for future investment, quality of life, tourism and healthy lifestyles.
- 8.5 South Derbyshire's natural environment includes a wide range of landscapes that are formed by many factors, including the underlying soils, climate, habitats – and human influence, both past and present.
- 8.6 Our landscapes extend from the river valley in the north of the District to the well ordered farmland and villages in the south. Our landscapes are valued by people for a variety of reasons and each is characterised by its own pattern of geology, landform, soils, vegetation, land use and human settlement, which create local distinctiveness.
- 8.7 Large modern developments, coupled with landscape scale changes associated with farming, tree planting and habitat creation in the National Forest have the potential to significantly alter the character of the District's landscape. High quality design therefore plays a central role in planning new developments in both the built and natural environments and is integral to the Local Plan.

Design Excellence

Policy BNE1 Design Excellence

A All new development will be expected to be well designed, embrace the principles of sustainable development, encourage healthy lifestyles and enhance people's quality of life by adhering to the Design Principles below.

i) Design Principles

- a) Community safety:**
New development should be designed to ensure that people feel comfortable and safe by minimising opportunities for crime and anti-social behaviour, providing good natural surveillance and appropriate demarcations between public and private areas;
- b) Street design, movement and legibility:**
Streets should be designed to relate to their context, with a balance being struck between place-making needs and vehicle movement needs. Streets should be attractive, pedestrian and cycle friendly and meet the needs of all users. New development should be easy to find your way around, have a clear hierarchy of streets and take advantage of available opportunities for connections to local services, including public transport;
- c) Diversity and community cohesion:**
New development should be designed to be diverse, vibrant, possess a sense of place and encourage social interaction.
- d) Ease of use:**
New development should be accessible to all user groups, well managed and should be able to adapt to changing social, environmental, technological and economic conditions, including the needs of an ageing society;
- e) Local character and pride:**
New development should create places with a locally inspired character that respond to their context and have regard to valued landscape, townscape and heritage characteristics;
- f) National Forest:**
Within The National Forest, new development should be encouraged to follow National Forest Design Charter¹ and

Guide for Developers & Planners ² and fully reflect the forest context;

- g) **Visual attractiveness:**
New development should be visually attractive, appropriate, respect important landscape, townscape and historic views and vistas, contribute to achieving continuity and enclosure within the street scene and possess a high standard of architectural and landscaping quality;
 - h) **Neighbouring uses and amenity:**
New development should not have an undue adverse affect on the privacy and amenity of existing nearby occupiers. Similarly, the occupiers of new development should not be unduly affected by neighbouring land uses;
 - i) **Cross boundary collaboration:**
New areas of growth that span administrative, land ownership, developer parcel or phase boundaries should be considered and designed as a whole through a collaborative working approach;
 - j) **Healthy Lifestyles:**
New development should address social sustainability issues, by supporting healthy lifestyles, including through the promotion of active travel, the provision of public open space, sports and other leisure facilities.
 - k) **Resource Use:**
New development should be designed to facilitate the efficient use of resources and support the reuse and recycling of waste throughout the lifecycle of all developments from design, construction, use and after use. New development should provide adequate space for the storage of waste and where appropriate the treatment or collection of waste.
- ii) **All proposals for new development will be assessed against the Council's Design SPD;**
 - iii) **The council will decide which development proposals should be taken to a formal panel for design review.**

Explanation

8.8 Sustainability, health, wellbeing, communities, local pride, tourism and economic prosperity can all flourish in well designed, people friendly places. Poorly designed places, can, and often do, lead to social, economic and environmental decline.

²The Guide for Developers & Planners can be viewed at: ²<http://www.nationalforest.org/document/information/develop.pdf>

- 8.9 Local Authorities have a statutory duty under the Planning Act 2008 to encourage good design and the NPPF states that good design is indivisible from good planning. Design is one of the most powerful tools in achieving sustainable development. In working towards global causes, design is also about much smaller scale, personal and intimate factors – people, their everyday lives, health, wellbeing and happiness.
- 8.10 Good design gels together and improves many of the Council's key services, aspirations and statutory responsibilities, addressing large scale issues such as protecting and enhancing the unique character of the District for residents and visitors, attracting new investment, tackling crime, anti-social behaviour, road safety and social exclusion, improving health and wellbeing, strengthening communities and connecting them together. Smaller scale, but equally important issues include designing out potential problems with parking and bin collections.
- 8.11 The design of residential areas has a big impact on people's everyday lives and quality of life. New housing also accounts for a large proportion of new development within the District, providing a good opportunity to reflect the District's special character. It is therefore very important that the design of new housing is of a high quality. The Council recognises that volume house builders often use standardised house types, but these nationally generic solutions will not meet the requirements of our Design Principles. Standardised house types, if used, will be expected to be tailored to the local context and character of the area. 'Building for Life' is a well-founded and commonly understood methodology for assessing the design of new residential areas, and all new housing development will be expected to perform well against it, or any successor standards.
- 8.12 Streets make up a large proportion of the public realm and it is important that they receive the same level of attention as buildings and open spaces. Many streets, such as high streets and residential streets, will need to be designed as places that people want to spend time in, rather than being designed solely for the movement of vehicles. Streets such as this demand a new approach to design, where the needs of pedestrians and cyclists are considered first. Achieving a balance between the place and movement requirements of streets will require collaborative working between engineers, planners and urban designers.
- 8.13 South Derbyshire has many locally distinct and important features, including small historic towns and rural villages with a strong local vernacular style, the use of local materials such as plain clay tiles and red bricks, a former industrial town linked to the pottery industry, the river and canal landscape of the Trent Valley and the rapidly growing woodland landscape of The National Forest. The District also borders

the southern edge of Derby city and the eastern edge of Burton upon Trent, each having distinct suburban character influences. New development will be expected to relate positively to the context of the development site and the special characteristics of the District and its neighbouring settlements.

- 8.14 Where new areas of development span administrative boundaries, joint collaborative working between Local Planning Authorities and also between different developers will be encouraged. In order to adhere to the Design Principles within this policy, with particular reference to movement, legibility and community cohesion, land ownerships and development sites should not prejudice the development of neighbouring land or create landlocked sites. Master plans that span the full extent of growth areas are encouraged and would guide development within these areas. Design briefs and design codes could also be used to aid coherence and help achieve a more consistent design quality. In some instances, a joint, multi-site, cross-boundary design review will be appropriate in the assessment of development proposals, design briefs, design codes and master plans.
- 8.15 Most aspects of good design are not subjective or down to personal tastes. There are many widely accepted ingredients (contained in the NPPF and documents such as Building for Life (BfL Partnership, 2012), By Design (DETR, 2000), Urban Design Compendium (English Partnerships, 2000), Manual for Streets (DfT/DCLG, 2007) that make well designed places and the design policies below have incorporated most of these universal principles within them. South Derbyshire's Design Principles are also closely aligned with, and supported by, the National Forest Design Charter that we support.
- 8.16 Designs for new development will be expected to evolve by following a logical design process. Developers and their agents should begin by assessing the context and consulting to identify all the local issues, constraints and opportunities. The detailed design should stem from this assessment work. A broad vision for the site can act as a useful guide and reference point as the design develops.
- 8.17 Applicants are encouraged to work collaboratively with the District Council and engage in pre-application discussions. The Council's design principles can be used to guide pre-application discussions. Design and access statements, when required, should illustrate how the stages of the design process have been followed and in what manner the design principles have been addressed. Strong urban design skills can help to produce high quality site assessments and scheme visions. These skills can also help to create 'places', rather than simply delivering developments. The Council strongly encourages development teams to enlist urban design skills.
- 8.18 The District Council will work with developers to minimise any extra

costs associated with better design quality, whilst also emphasising that many aspects of good design are at zero or negligible extra cost to the developer. Better design has proven in many instances to sell houses quicker and raise values.

- 8.19 The implementation of this policy will be assisted, when appropriate, by further local studies and design guidance, including urban characterisation and landscape characterisation studies, design briefs, design codes and Supplementary Planning Documents. This local evidence will be used to inform and guide planning decisions.

Cultural Heritage

Policy BNE2 Heritage Assets

- A Development that affects South Derbyshire's heritage assets will be expected to protect, conserve and enhance the assets and their settings in accordance with national guidance and supplementary planning documents which the authority may produce from time to time.**

These assets include:

- i) Conservation Areas**
- ii) Scheduled Monuments**
- iii) Listed buildings**
- iv) Registered historic parks and gardens**
- v) Undesignated heritage assets on the local list**

- B Particular attention will be paid to:**

- i) the heritage of the Trent Valley, including its prehistoric remains, ancient crossing points and the transport heritage of the Trent Navigation, Trent and Mersey Canal, and the railways;**
- ii) the complementary relationship that exists in many cases between estate parklands and villages. Often they are integral parts of a conservation area, or form part of a conservation area setting. The management and care of these landscaped grounds is material to the character of the adjacent villages.**
- iii) the industrial heritage of Melbourne, Shardlow, Swadlincote and Ticknall. Most of this historic industry has now gone, but the surviving structures and landscape evidence continue to exert a huge influence on the character of these places.**

- C The Council will promote the respect for, and protection and care of, the historic environment by:**
- i) developing a local list of undesignated heritage assets, covering the same categories as the designated assets in the national list, in accordance with the best practice guidance issued by English Heritage.**
 - ii) considering the further use of Article 4 directions, reinforced through grant schemes where possible and enforcement action where necessary.**
 - iii) periodic production and updating of conservation area appraisals and management plans.**
 - iv) measures to tackle heritage “at risk”, including service of urgent works and repairs notices where necessary.**
- D The District Council will work with private owners and developers to bring forward opportunities to secure the long-term future, sensitive use or re-use of under-utilised buildings, and the development of gap sites in conservation areas where development is beneficial to the character and appearance of the area. The District Council will also seek opportunities to improve public access to existing heritage features associated with new development schemes.**

Explanation

8.20 The historic environment is central to the identity of the South Derbyshire district. There are:

- 22 Conservation Areas including the Trent and Mersey Canal (which is a conservation area along its entire length).
- Four conservation areas subject to an Article 4 Direction (Shardlow, Ticknall, Twyford and Melbourne).
- 711 listed buildings, of which 49 are grade I and 51 are grade II* listed. 42 listed buildings are recorded on the national and local at risk registers.
- 22 Scheduled Monuments.
- 5 registered historic parks and gardens comprising Calke Abbey (Grade II*), Elvaston Castle (Grade II*), Melbourne Hall (Grade I), Swarkestone Hall (Grade II*) and Bretby Hall (Grade II).

- 8.21 Unlike the scattered settlement patterns in certain areas of the country, most South Derbyshire settlements have a focal point of some kind, typically a church, a public house or an open space. Most settlements also have clearly defined limits. In some cases, historic identity has been eroded by large residential estates, as at Aston, Etwall, Findern, Hilton and Willington. Ribbon development has eroded local character as at Overseal and between Woodville and Hartshorne, and there are some large industrial estates. However, with some exceptions, the historic settlement pattern and prevailing landscape character remain clear and legible.
- 8.22 The historic parklands of the district are a mixture of man-made and natural features. Some are publicly accessible in part e.g. Calke, Melbourne, Elvaston, while others are experienced by passing by or through them e.g. Repton Hayes and Repton Park, Newton Park (Newton Solney), Catton, Bretby and Radbourne. In many cases their care and management is material to the character of the adjacent villages. Often they are integral parts of a conservation area, or form part of a conservation area setting.
- 8.23 The historic buildings of the district are predominantly of brick, with relatively few buildings over 300 years old except for the parish churches. During the peak period of building activity from the late 18th century to the First World War, most roofs were covered with Staffordshire blue tiles or Welsh slate. There is some local variation in materials; outcrops of limestone at Calke and Ticknall, and of gritstone at Stanton by Bridge and Melbourne, are reflected in the extensive use of these materials locally, often in conjunction with brick. In the Swadlincote area there is extensive use of smooth red moulded brick, terracotta and glazed brick.
- 8.24 The arable lands of the Melbourne area gave rise to a distinctive market garden landscape in the 19th century, of which only fragments remain. Meanwhile, the extensive pasturelands in the south and north-west areas of the district supported a pattern of smaller settlements producing cream and cheese.
- 8.25 The Trent Valley in South Derbyshire is rich in prehistoric remains (some of them scheduled ancient monuments) which are both important and vulnerable because of the mineral value of the Trent valley gravels. Swarkestone Bridge is the longest piece of mediaeval bridge work in the country. In the 18th and 19th centuries the Trent Valley was developed as a transport corridor first by the Trent Navigation (from 1699), then the Trent and Mersey Canal (1766-77), and then the railways.
- 8.26 To help ensure that the special architectural and historic interest of listed buildings is preserved and enhanced, the Council assists in updating the Derbyshire County Council and English Heritage lists of

listed buildings “at risk” of loss or damage through decay or neglect. Where possible, action is taken to secure the preservation of those most at risk.

- 8.27 Community facilities, such as a pub, school or chapel, may be of as much importance to social and cultural life as they are to heritage. The Council encourages communities to register these as “assets of community value”, thereby giving the community an option to assemble a purchase plan before they can be openly marketed for sale.
- 8.28 Where appropriate, studies will be undertaken to inform and understand the contribution that heritage assets make to the District's character, identity and history. These may include:
- the production and review of Conservation Area appraisals and management plans;
 - the application of design and heritage guidance (for example Area Action Plans, Supplementary Planning Guidance or design briefs);
 - formulation of a local list of heritage assets.
- 8.29 Where enabling development is proposed the District Council will expect the applicant to demonstrate that this development is necessary to secure the long-term use or protection of the site or heritage asset and demonstrate that the benefits of the scheme outweighs the harm of allowing development which would ordinarily be unacceptable when considered against relevant policies set out in this plan.
- 8.30 To supplement this strategic policy the Council will develop further heritage policies through the Local Plan Part 2 and other relevant planning documents. This will ensure that clear policies are included within the Council's development framework to guide how the presumption in favour of sustainable development will be applied locally in respect of heritage issues.

Biodiversity

Policy BNE3 Biodiversity

A The Local Planning Authority will support development which contributes to the protection, enhancement, management and restoration of biodiversity or geodiversity and delivers net gains in biodiversity wherever possible by:

- i) Protecting sites of International, European, National and**

County importance, together with local nature reserves, from inappropriate development within and adjacent to sites;

- ii) Delivering long term plans to restore the River Mease Site of Special Scientific Interest (SSSI)/Special Area of Conservation (SAC) to a more natural condition and improve water quality within Mease and other catchments failing to meet Water Framework Directive objectives.
- iii) Developing and maintaining a District-wide ecological network of SSSI's and local wildlife sites together with corridors and stepping stones sites to support the integrity of the biodiversity network, prevent fragmentation, deliver ecosystem services and enable biodiversity to respond and adapt to the impacts of climate change.
- iv) Supporting and contributing to the targets set out in the Lowland Derbyshire and/or National Forest Biodiversity Action Plan (BAP) for priority habitats and species
- v) Protecting ancient woodland and veteran trees from loss, unless the need for, and benefits of, the development in that location clearly outweigh the loss

B Planning proposals that could have a direct or indirect effect on sites with potential or actual ecological or geological importance including:

- Internationally important sites
- Nationally important sites (such as SSSIs)
- Sites of County importance (such as Local Nature Reserves, Local Wildlife Sites and Local Geological Sites)
- Ancient woodlands, veteran trees and hedgerows
- Priority habitats and species

will need to be supported by appropriate surveys or assessments sufficient to allow the Authority to fully understand the likely impacts of the scheme and the mitigation proposed. Where mitigation measures, or exceptionally, compensation cannot sufficiently offset the significant harm resulting from the development and/or where the development can potentially be located on an alternative site that would cause less or no harm, planning permission will be refused.

Explanation

- 8.31 The natural environment of the District remains under pressure from a combination of poor land management, agriculture, built development and disturbance. The River Mease, arguably the District's most important wildlife site, is being negatively impacted by elevated levels of nutrients as result of discharges from local Waste Water Treatment Works, agriculture and urban diffuse pollution. Only 17% of the County's SSSIs are in a favourable condition, with the remainder at best in an 'unfavourable recovering' condition, and in South Derbyshire less than a third of our 156 County Wildlife Sites are recorded as being positively managed for wildlife. Wildlife sites are generally dispersed with limited connectivity between them. It is in this context that the Council is seeking to deliver Government pledges to halt the loss of biodiversity by 2020, a key target of both the National Planning Policy Framework and Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services.
- 8.32 The scale of development growth in South Derbyshire over the Plan period is both a challenge and an opportunity. It is likely that in the short term development will inevitably have a negative impact on biodiversity and geodiversity, but growth on the scale proposed provides real opportunities to deliver landscape scale change. Growth can provide enhanced linkages and green infrastructure by supporting projects such as the National Forest or environmental improvements within the Trent Valley. It can help secure the long term management of sites; create opportunities to deliver biodiversity gain onsite by generating financial contributions, or development works which will contribute to the restoration and environmental enhancement of the local environment.
- 8.33 The benefits growth can have are reflected by a number of on-going projects within the District. Minerals works along the Trent Valley have created new wildlife sites at Drakelow, Willington and Shardlow. Housing, employment and minerals developments in the south of the District have helped The National Forest Company and other partners positively change the local landscape and on the way have contributed to the planting of 8 million trees increasing forest cover from 6% in the early 1990's to 20% in 2014, with almost a quarter of planting delivered through the planning system. The recently adopted River Mease Developer Contribution Scheme is ensuring new development does not lead to further deterioration of the SAC as a result of new development, by helping to restore the river to a more natural state and will, over time, contribute towards reducing damaging nutrients within the River.
- 8.34 Where development is proposed that could have a significant impact on the environment, the Council will expect proposals to be accompanied by appropriate ecology surveys and/or geodiversity

assessments. These will need to be undertaken by suitably qualified professionals, at the appropriate time of year and will include an assessment of the likely impacts of the proposal and any necessary mitigation or compensation measures, including where relevant improved public access and interpretation of findings.

- 8.35 Where development could affect the River Mease SAC, the Council will expect developers to provide sufficient information as may be necessary to allow the Authority to undertake a Habitat Regulations Assessment.
- 8.36 Ancient woodland, together with ancient/veteran trees, represents an irreplaceable semi natural habitat that does not benefit from full statutory protection. The National Planning Policy Framework is supportive of ancient woodland and ancient trees and states that planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.

Landscape

Policy BNE4 Landscape Character and Local Distinctiveness

- A The character, local distinctiveness, and quality of South Derbyshire's landscape and soilscape will be protected and enhanced through the careful design and sensitive implementation of new development.**
- B Developers will be expected to retain key valued landscape components such as mature trees, established hedgerows and topographical features within development sites unless it can be demonstrated that the loss of features will not give rise to unacceptable effects on local landscape character. Development that will have an unacceptable impact on landscape character (including historic character), visual amenity and sensitivity and can not be satisfactorily mitigated will not be permitted.**
- C In bringing forward proposals developers will be expected to demonstrate that close regard has been paid to the landscape types and landscape character areas identified in The Landscape Character of Derbyshire. Proposals should have regard to the woodland and tree planting, landscape management and habitat guidance set out in this document and demonstrate that mitigation proposals are appropriate to the character of the landscape.**

- D Within the National Forest Area developers will be expected to demonstrate that close regard has been paid to the landscape types and landscape character areas identified in the National Forest Landscape Character Assessment both within the design of the scheme and in the incorporation of woodland planting and landscaping.**
- E The Council will seek to protect soils that are 'Best and Most Versatile', (Grades 1, 2 and 3a in the Agricultural Land Classification) and wherever possible direct development to areas with lower quality soils.**

Explanation

- 8.37 The National Planning Policy Framework (NPPF) establishes national policy on a range of planning issues including landscape issues such as designated and undesignated landscapes, development in the countryside, the natural and built environment and local character and distinctiveness.
- 8.38 The NPPF includes as part of its core principles, that planning takes account of the different roles and character of different areas recognising the intrinsic character and beauty of the countryside and its contribution towards conserving the natural environment. The NPPF also states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils.
- 8.39 The scale of new development proposed over the Plan period could significantly affect the visual quality and diversity of the landscape in South Derbyshire. In order to ensure that landscape change resulting from new development is managed, Derbyshire County Council, The National Forest and the District Council have undertaken Landscape Character Assessments and area appraisals to help inform the location of new development sites.
- 8.40 These assessments seek to differentiate between landscape types based on geology, soil, landform, land use, woodland cover, enclosure and settlement pattern. By identifying the features, or elements, which contribute to the special character of different landscape types, these assessments can help developers design and locate their development projects in order that landscape impacts are minimised.
- 8.41 The Council will expect all developments to demonstrate how they respect local landscape character and where practicable contribute towards enhancing landscape character.
- 8.42 The National Planning Policy Framework states that planning authorities "should take into account the economic and other benefits of the best

and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality". The Council recognises that development (soil sealing) has an irreversible and adverse impact on the finite national and local stock of BMV land. Avoiding loss of BMV land is a priority as mitigation is rarely possible. Retaining BMV land enhances future options for sustainable food production.

9

Infrastructure

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INFRASTRUCTURE

Introduction

- 9.1 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 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, the capacity at local and secondary schools, and access to healthcare. To a lesser extent concerns are often raised about other facilities such as children's play areas, activities for teenagers or the need for a local shop.
- 9.2 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. This information is set out in an Infrastructure Delivery Plan (IDP), which is a living document. Any gaps in funding will be identified and factored in to the District's Community Infrastructure Levy (CIL). CIL enables funding to be pooled and then used to fund the infrastructure necessitated by new development. The (NPPF) states that local planning authorities should set out strategic priorities for their areas to deliver the provision of health, community and cultural infrastructure and other local facilities.
- 9.3 The provision of adequate leisure, community and cultural infrastructure is essential to the creation of sustainable communities. These facilities help to create social cohesion, and encourage people to feel a sense of pride and belonging in their local areas. Many of our communities are supported by town or village halls, community centres, post offices, public houses, libraries, allotments, sport and recreational facilities, places of worship, education facilities (including nurseries and youth clubs) and health and social care facilities.
- 9.4 The provision of new dwellings will create an increase in demand for these facilities and it is important to ensure that suitable provision is made for this growth in the community and the increased demand that will be placed on local community facilities.
- 9.5 Our lives are enriched by the green spaces which surround us. Some of these public spaces, like public parks, are planned and designed. Others, such as the river corridors or ancient woodland, may be more natural. Sometimes our green assets are unintended consequences of other kinds of planning - motorway verges, railway embankments and historic canals provide a network of connected green spaces. Up until recently, these assets have generally been thought of in terms of

single functions. Parks were conceived of as areas for play and recreation. Wildlife reserves were places dedicated to the preservation of particular habitats or species.

- 9.6 Increasingly, however the green spaces which are dotted around our towns and villages are being viewed not as individual assets with a single purpose, such as playing field, wildlife site or floodplain which are unrelated to each other, but rather as a complementary network of 'Green Infrastructure' or GI. These elements perform a vast range of functions and deliver many benefits. For example playing fields can be managed for the benefit of nature, open spaces around new homes can be designed to help reduce flood risk to local communities.
- 9.7 Developing a network of Green infrastructure, a process which involves planning, design, implementation and management, presents an opportunity to achieve many social, environmental and economic objectives. Its multifunctional nature, with benefits enhanced through connectivity, means that GI represents an opportunity to significantly improve the value of the spaces around our towns and villages. A managed network of green spaces and habitats provide multiple benefits which exceed the sum of the individual parts. These include:
- climate change mitigation and adaptation;
 - contributing to local distinctiveness;
 - safeguarding and encouraging biodiversity;
 - improving economic productivity;
 - delivering food and energy security;
 - public health and wellbeing benefits;
 - Improving social cohesion;
 - reconnecting people with the natural environment;
 - ensuring the sustainable use of a finite land resource.

Infrastructure and Developer Contributions

Policy INF1 Infrastructure and Developer Contributions

- A New development that is otherwise in conformity with the Local Plan but generates a requirement for infrastructure will normally be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:**
- i) Already in place, or**
 - ii) There is a reliable mechanism in place to ensure that it will be delivered in the right place, at the right time and to the standard required by the Council and its partners.**

- B The Council will revise its Planning Obligations SPD to cover infrastructure and service requirements, including site-specific infrastructure, to be delivered through S106 Planning Obligations. Furthermore, once a Community Infrastructure Levy has been adopted, the Council will also operate a Community Infrastructure Levy Charging Schedule, to secure funding from new development towards infrastructure provision.**
- C Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.**
- D It is expected that development is appropriately supported and its effects mitigated, in the interests of sustainability. The viability of developments will also be considered when determining the extent and priority of developer contributions in line with the Infrastructure Delivery Plan.**

Explanation

- 9.8 The NPPF states that *"Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver*
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
 - the provision of health, security, community and cultural infrastructure and other local facilities."*
- 9.9 The purpose of infrastructure planning is to establish what infrastructure is required to support proposed development, its likely cost, how it can be funded, who is responsible for its delivery and the timescale over which delivery can happen. Moreover it allows the different agencies responsible for infrastructure delivery opportunity to align their planning processes through constructive discussions.
- 9.10 Joint working with neighbouring local authorities, such as that between South Derbyshire District Council, Derby City Council, Amber Valley Borough Council and Derbyshire County Council, and other agencies such as utility companies is often a more cost-effective approach than a single authority working in isolation.
- 9.11 Historically the Council has relied on developer contributions secured through Section 106 of the Town and Country Planning Act to secure improvements to local infrastructure. However from 2015 it will not be possible to 'pool' more than five contributions to deliver strategic

infrastructure needed to support large scale growth such as roads or schools. The Council is therefore looking to develop a Community Infrastructure Levy which can offer greater flexibility for funding infrastructure necessary to support growth.

Community Infrastructure Levy (CIL)

- 9.12 The Community Infrastructure Levy came into operation via Regulations published in April 2010. Further Community Infrastructure Levy (Amendment) Regulations came into force in April 2011, November 2012 and April 2013.
- 9.13 Planning Obligations may be sought from any development that has an impact requiring mitigation. Contributions through CIL will be in accordance with the CIL regulations. There is no minimum threshold size for CIL; single dwelling sites upwards could be subject to the tariff. The Council will work with infrastructure providers, local communities and other key stakeholders to develop a Community Infrastructure Levy Charging Schedule. The rates and payment details for CIL, together with any reductions in the charge, will be set out in the Charging Schedule, which will be subject to independent examination, to ensure that the levy is reasonable and will not make development unviable. The rate will be reviewed every 3 – 5 years following consultation with providers, landowners and developers. The detailed specification of on-site contributions will be set out in the relevant site allocation.

Transport

- 9.14 The NPPF indicates that planning should seek to reduce the need to travel and encourage modal shift away from the use of cars and heavy goods vehicles towards public transport, cycling, 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 reductions in greenhouse gas emissions and congestion.
- 9.15 The **Derbyshire Local Transport Plan 2011-2026** identifies a new Swadlincote Regeneration Route as a scheme with potential for further appraisal in association with land use plans. Reference is made to investigative work undertaken to date, including geotechnical and ecological surveys and preliminary design.
- 9.16 Swarkestone bridge and causeway is identified 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. The development of a potential alternative highway route is identified as having potential for appraisal as a County Council sponsored scheme.

Policy INF2 Sustainable Transport

- A**
- i)** Planning permission will be granted for development where:
 - a)** travel generated by development, including goods vehicle movement, should have no undue detrimental impact upon local amenity, the environment, highway safety, the efficiency of transport infrastructure and the efficiency and availability of public transport services; and
 - b)** appropriate provision is made for safe and convenient access to and within the development for pedestrians, cyclists, public transport users and the private car; and
 - c)** car travel generated by the development is minimised relative to the needs of the development.
 - ii)** In order to achieve this, the Council will secure, through negotiation, the provision by developers of contributions towards off-site works where needed.
 - iii)** In implementing this policy account will be taken of the fact that in more remote rural areas there is often less scope to minimise journey lengths and for the use of non-car modes.
 - iv)** Planning applications for development with significant transport implications should be accompanied by a Transport Assessment and Travel Plan identifying the transport impacts of the proposal and measures needed to meet the criteria set out in Part 1 of this policy. Travel Plan measures should be funded by developer contributions appropriate to the impacts on the transport network caused by the development. For development that is expected to have less significant transport implications, planning applications shall be accompanied by a Transport Statement.

B Walking and Cycling

- i)** The Council will work in partnership with County Councils, neighbouring local authorities, the National Forest Company, charitable organisations, landowners and developers to secure the expansion, improvement and protection of walking and cycling networks, including public rights of way, cycle routes, greenways and supporting infrastructure. Routes should be coherent, direct, continuous, safe, secure and attractive and should contribute to the wider green infrastructure network wherever possible.
- ii)** Where a need is identified in Part 1 of this policy, the Council will

seek to negotiate the provision by developers of contributions toward new, or the enhancement of existing, walking and cycling routes and supporting infrastructure.

- iii) Development that is likely to prejudice the use of disused railway lines or canals for walking, cycling or horse riding will only be permitted, where it can be demonstrated that there would be no practical prospect of implementation in the future.
- iv) Cycling and greenway network proposals will be identified in Supplementary Planning Documents.

C Public Transport

- i) The Council will work in partnership with County Councils, neighbouring local authorities, public transport operators and community transport operators to improve public transport services, infrastructure and information provision in the district.
- ii) Development should be designed and laid out in such a way as to ensure that, wherever possible, public transport services are within convenient walking distance of all site residents, staff and visitors.
- iii) Where a need is identified under Part 1 of this policy, the Council will seek to negotiate the provision by developers of measures to encourage the use of public transport. These may include:
 - a) bus shelters and laybys
 - b) railway stations and public transport interchanges
 - c) initial financial contributions toward the cost of running public transport services
- iv) Land is protected for a potential new park and ride facility at the junction of the A6 and London Road, Boulton Moor.
- v) Land is protected for against development that would prejudice the establishment of a new passenger railway stations at Castle Gresley, Drakelow and Stenson Fields. Development likely to impair the continuity of the Burton to Leicester railway line or otherwise compromise the potential establishment of a passenger rail service on this route will not be permitted.

D Road & Rail Freight

- i) Where appropriate development should make adequate

provision for service vehicle access, manoeuvring and off-street parking.

- ii) In order to ensure that nearby occupiers are not unduly adversely affected by the transfer of goods generated by development, the Council will give consideration to the need for the control of hours of delivery and collection.
- iii) Land at Tetron Point and the associated rail siding connecting to the Burton to Leicester railway line, is protected from development that would compromise its capacity to be used for rail freight purposes.
- iv) Land at the junction of the A50 and A511, Foston is protected for the development of a roadside lorry park including lorry parking, refuelling and driver facilities.

E Parking

Development should include appropriate car parking provision having regard to:

- a) parking standards, to be published as a Supplementary Planning Document;
- b) the need to ensure that development would not have an undue detrimental impact on pedestrian and cyclist movement and highway safety;
- c) the need to encourage travel on foot, by cycle and by public transport in preference to the private car by minimising parking provision;
- d) the need to provide sufficient conveniently located spaces to meet the needs of people with impaired mobility;
- e) the conclusions of any Transport Assessment undertaken in accordance with Part 2 of this policy;
- f) the need to encourage the use of low emission vehicles.

Explanation

9.17 For the purposes of Transport Policy INF2 Part D, above, the thresholds for the submission of a transport assessment and Travel Plan will be as set out in the Department for Transport publication "Guidance on Transport Assessment", Appendix B. It is acknowledged that deliverable engineering interventions, such as junction improvements, may not be able to mitigate fully the highway impacts of

developments on their own. With the use of Travel Plans for developments, and the consideration of area-wide Travel Plans, reductions in private car use may be achieved, thus creating additional capacity on the road network, which will then be better able to absorb traffic increases from developments. These measures will also help contribute to the provision of more sustainable forms of transport, for example in terms of accessing the workplace.

- 9.18 The Council wishes to encourage walking and cycling as an alternative to car use. Supplementary Planning Documents addressing the design of new development and the provision of walking and cycling facilities, including networks of new and proposed routes, will be referred to in considering development proposals.
- 9.19 The enhancement of railway infrastructure and services and the integration of bus and railway services are important to the achievement of greater public transport use and the Council will seek to encourage such provision wherever opportunities arise.
- 9.20 Land at the junction of the A6 and A50 Derby Spur is protected for the development of a park and ride site to serve the A6 corridor. The proposal is identified in the Derby Local Transport Plan and the land has been secured as part of a Section 106 Agreement.
- 9.21 There have been proposals to re-establish a passenger rail service between Leicester and Burton upon Trent (The National Forest line). The project would improve the accessibility of the District to the national rail network and would provide a sustainable means of access to The National Forest. However, to date, viability assessments have indicated that the cost of operation would be such that substantial on-going public subsidy would be required. Nevertheless, the matter will be kept under review and the alignment of the Burton to Leicester railway and land that may be needed for the provision of a passenger railway station at Castle Gresley and Drakelow will be protected.
- 9.22 As part of transport modelling work, consideration has been given to the potential establishment of a new passenger railway station along the Derby – Birmingham railway line at Stenson Fields. The modelling indicated a relatively good level of passenger demand, indicating potential for further investigation. The site is therefore protected against development that might prejudice the provision of such a facility.
- 9.23 This policy aims to provide for the needs of employers whilst seeking to minimise the environmental and amenity impacts of freight movement.

- 9.24 The transfer of freight from road to rail can help to relieve road congestion, reduce emissions and improve highway safety. The site of a former railhead at Cadley Hill, Swadlincote offers rail freight opportunities on adjacent land, which is in employment use. This policy seeks to ensure that this opportunity is not lost by protecting the railway sidings and their connections onto the running lines. The protection of the site for rail freight shall not apply if it can be demonstrated that rail freight use is not feasible or deliverable.
- 9.25 There is a recognised need for the provision of overnight facilities to provide for the safety and comfort of heavy goods vehicle operators in the A50 corridor. Land is therefore reserved for the development of such a facility incorporating some 200-lorry parking spaces, overnight accommodation, a café and shower facilities.
- 9.26 Research published by the Department for Communities and Local Government in 2007 found that maximum residential parking standards can lead to inappropriate on-highway parking. However, the restriction of parking provision in association with non-residential development still has a role to play in encouraging the transfer of trips from the private car toward more sustainable modes.
- 9.27 Developers are encouraged to provide electric vehicle charging facilities. In order to future proof parking design, parking arrangements and electrical connections should be designed so that electric vehicle charging facilities can be provided or retrofitted with minimal disruption.
- 9.28 The National Planning Policy Framework sets out the criteria to be taken into account in determining any local parking standards. These will be referred to in preparing parking standards for South Derbyshire, to be published in the form of a Supplementary Planning Document.

Strategic Rail Freight

Policy INF3 Strategic Rail Freight Interchange

- A Any proposal for the development of a Strategic Rail Freight Interchange shall meet all the following criteria:**
- i) an operational connection, to Network Rail track and signalling standards, to main trunk rail routes with sufficient available capacity and gauge capability of at least W8;**
 - ii) railway wagon reception and inter-modal handling and container storage facilities capable of accommodating 775 metre freight trains carrying modern wagons.**

- B The elements of the development identified above shall be completed before any business units on the site are occupied.**
- i) An acceptable means of access to the trunk road network and parking for all goods vehicles shall be provided and operational arrangements shall minimise the use of local highways by heavy goods vehicles; and**
 - ii) there shall be no undue amenity or safety impacts including noise, vibration, odours, light pollution and traffic generation; and**
 - iii) the proposal shall be well designed and shall not cause undue harm to the character of the local landscape; and**
 - iv) the proposal shall preserve the character or setting of any listed buildings, conservation areas or other heritage assets; and**
 - v) the proposal shall not cause undue harm to features of ecological or environmental value and, where possible, shall result in biodiversity gain and enhanced environmental value; and**
 - vi) the proposal shall not increase the surface water run-off rate from the site and shall not increase flood risk elsewhere; and**
 - vii) an appraisal shall be made of the potential for the utilisation of waste heat from power stations for heating and cooling on the development site; and**
 - viii) appropriate provision shall be made for convenient access to the site on foot, by cycle and by public transport.**

Explanation

9.29 As a large scale infrastructure scheme, any application for such development would be determined not by the local authority but by the Secretary of State for Transport. Nevertheless, the National Planning Policy Framework requires that local authorities should develop strategies for the provision of large scale infrastructure projects such as rail freight interchanges. Accordingly, the policy identifies the criteria that South Derbyshire District Council wishes to be taken into account in the determination of any planning application for such development.

9.30 The Strategic Rail Freight Interchange Policy Guidance and the draft

National Policy Statement for National Networks, published by the Department for Transport, sets out the drivers of need for strategic rail freight interchanges and criteria to be taken into account for decision making on applications for development of this type.

- 9.31 The Strategic Distribution Site Assessment Study for the Three Cities Sub-Area of the East Midlands, produced by AECOM in 2010, provides a critical assessment of the relative merits of a range of potential sites for this type of use throughout the Derby, Leicester and Nottingham area.
- 9.32 Whilst the minimum suitable rail gauge to serve strategic distribution sites is W8, W9 gauge and above are better suited to this purpose. Whilst the highest gauge for lines passing through South Derbyshire is currently W8, this is to be addressed by rail network investment plans over coming years, which will result in some lines being upgraded to W10.

New Road Schemes

Policy INF4 Transport Infrastructure Improvement Schemes

- A The Council will work with partners to deliver the following transport schemes:**
- i) Woodville - Swadlincote Regeneration Route**
 - ii) South Derby Integrated Transport Link phases 1 and 2**
 - iii) A50 junction with the A38 improvement scheme**
 - iv) A50 junction with the A514 improvement scheme**
 - v) Swarkestone Causeway Bypass**
- B Where required to mitigate the transport impacts of the development, the Council will seek to negotiate financial contributions toward these schemes. Proposals that would prejudice their implementation will not be permitted.**
- C In determining the detailed alignments and designs of these schemes regard shall be had to the following:**
- i) Minimising the impact on the environment, heritage assets and natural features;**
 - ii) Taking full account of recreational routes along, or affected by, the schemes;**

- iii) Providing for the needs of pedestrians, cyclists and people with impaired mobility;**
- iv) Mitigating any potential flood risk impact.**

Explanation

- 9.33 The Council will seek, where possible, to meet the transport demand arising from new development through the use of remaining capacity in the existing transport network, or by measures to encourage and enable travel by non-motorised means. However, the evidence indicates that some new highway development will be needed in order to avoid unacceptable congestion. The Council will work in partnership with Derbyshire County Council, Derby City Council, developers and other organisations to deliver these schemes.
- 9.34 The Swadlincote Regeneration Route will connect the junction of Occupation Lane and Hepworth Road with the A514 near the current junction with Woodhouse Street. It is needed to help deliver the regeneration of the Woodville and Swadlincote area by enabling the employment-led redevelopment of land representing poorly restored former mineral workings at Occupation Lane in Woodville; improving access to Swadlincote Town Centre and alleviating traffic congestion and environmental impacts at the A511/A514 Clock Island. A substantial proportion of funding will be sought from the Local Enterprise Partnership Infrastructure Fund. Compulsory Purchase Orders will be used where necessary.
- 9.35 In planning for the development of this link, account will be taken of the need to avoid any unacceptable impacts on the wider road network, including highways in the adjacent District of North West Leicestershire.
- 9.36 The South Derby Integrated Transport Link Phase 1 is needed to help mitigate the transport impact of proposed development in the Derby urban area. It will connect to the proposed T12 Link, leading from the A50/A514 Chellaston junction to the proposed Global Technology Cluster at Sinfin Moor, to Stenson Road. All potential funding sources for this link will be investigated, though a significant proportion will be expected to come from developer contributions in association with new development in the Derby Urban Area. Contributions from development within the City may be used to fund elements of the scheme within South Derbyshire, where necessary and appropriate.
- 9.37 The South Derby Integrated Transport Link Phase 2 would connect the A38 junction at Rykneld Road with Phase 1. Together, phases 1 and 2 would provide a complete highway connection between the A38 and the A50. Although transport modelling evidence indicates that

Phase 2 will not be required to mitigate the traffic impacts of proposed new development within the plan period, the indicative alignment is protected to serve any future growth in travel demand beyond the plan period that cannot be satisfactorily mitigated by other means.

- 9.38 The delivery of strategic housing development in the District will also be dependent upon the implementation of improvements to the capacity of the A50 junctions with the A38 at Burnaston and A514 at Chellaston, involving localised traffic control and localised carriageway widening, to be funded through developer contributions.
- 9.39 The Swarkestone Bridge and Causeway is a Scheduled Ancient Monument and is not suited to the volume and mix of traffic using it. A limited investigation showed that feasible alternative highway routes would cost between an estimated £12 million and £20 million. It will be necessary to undertake a broad range of further investigative and design work and to secure funding before any scheme can be brought to the implementation stage.

East Midlands Airport

Policy INF5 East Midlands Airport

- A Within the Public Safety Zone of East Midlands Airport, as shown on the Melbourne Area Profile Map, there is a general presumption against most types of new or replacement development and certain changes of use to existing property, as described in Department for Transport Circular 1/2010.**
- B Within officially safeguarded areas established for East Midlands Airport, certain planning applications will be the subject of consultation with the operator of East Midlands Airport and there may be restrictions on the height or detailed design of buildings or on development which might create a bird hazard, as described in Department for Transport Circular 11/2003.**

Explanation

- 9.40 Public Safety Zones are areas of land at the ends of runways at the busiest airports, within which development is restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident. The policy objective is that there should be no increase in the number of people living, working or congregating in Public Safety Zones and that, over time, the number should be reduced as circumstances allow.

- 9.41 The Department for Transport Circular 1/2003 is accompanied by "Aerodrome Safeguarding Maps" which identify areas where consultation must be carried out with the aerodrome operator regarding planning applications for certain types of development. The safeguarding of such areas is neither the responsibility nor the proposal of the local planning authority.
- 9.42 Whilst East Midlands Airport lies outside the District, in the neighbouring district of North West Leicestershire, part of the Public Safety Zone does extend into South Derbyshire and this policy provides the means to control development within the affected area.

Community Facilities

Policy INF6 Community Facilities

A South Derbyshire District Council will:

- i) Require that development that increases the demand for community facilities* and services either:**
 - a) provides the required community facilities as part of the development, or:**
 - b) makes appropriate contributions towards providing new facilities or improving existing facilities.**
- ii) Facilitate the efficient use of community facilities and the provision and upkeep of multi-purpose community facilities that can provide a range of services to the community at a single, accessible location.**

B Existing community facilities will be protected, unless it is clear that there is no longer a need to retain the use or where a suitable alternative is made.

C Community facilities should be accessible to all members of the community and be located where there is a choice of travel options.

***See Glossary for definition of community facilities.**

Explanation

- 9.43 In some areas there is an identified lack of community, health, education and sports facilities and significant growth is likely to increase pressure on existing services.

- 9.44 The Council will seek to restrict the loss of existing built facilities to non-community uses unless it can be shown that there is no demand for retention of the site or unless an alternative facility is provided that is suitable for all users.
- 9.45 The Council will work with developers to identify and deliver new community facilities essential to support large scale developments within the Plan period. Wherever possible, new facilities will be expected to be multifunctional and located in areas accessible to new and existing communities.
- 9.46 A range of funding measures, including Community Infrastructure Levy and Developer Contributions, will be used to secure the required Facilities.

Green Infrastructure

Policy INF7 Green Infrastructure

- A The District Council will seek to conserve, enhance and wherever possible extend green infrastructure in the District by working with partners to:**
- i) Ensure the continued protection of the District's ecological, biological and geological assets, with particular regard to sites and species of international, national and local significance;**
 - ii) Secure development that maximises the opportunities to conserve, enhance and restore biodiversity and geological diversity and to increase provision of, and access to, green infrastructure;**
 - iii) Promote the appropriate management of features of major importance for wild flora and fauna;**
 - iv) Support the development of the Green Infrastructure Network as proposed by the 6Cs Green Infrastructure Strategy, linking together Key Strategic Routes of regional and sub regional importance and providing for, in appropriate locations, visitor infrastructure that improves accessibility. The District Council will, in particular, promote improved green infrastructure provision in the following opportunity areas:**
 - a) Trent Strategic River / Trent & Mersey Canal Corridor;**
 - b) Derwent Strategic River Corridor;**

- c) Dove Strategic River Corridor;
- d) Within the National Forest Area; and;
- e) Around the edges of Derby City and Swadlincote;
- f) Positively view proposals that seek to enhance the District's Green Infrastructure resource in support of tourism and leisure related development.

B Within the Trent Valley, or other locally determined Nature Improvement Area, the District Council will support and help deliver the landscape scale change as promoted by the Lowland Derbyshire and Nottinghamshire Local Nature Partnership. Any development within the area defined by the Trent Valley Vision will be expected to contribute towards and assist in delivering the vision in accordance with the strategy. Such contributions may be in the form of appropriate design, suitable form and function, the delivery of Green Infrastructure, landscape and habitat enhancement, financial contributions or other mechanisms as appropriate, to deliver an overall benefit within the Trent Valley Vision area.

C All proposals for development within the catchment for the River Mease will need to demonstrate that they will have no adverse effects on the integrity of the Special Area of Conservation (SAC) either alone or in combination with other proposals and will contribute to long-term objectives to improve the condition of the site.

Explanation

9.47 South Derbyshire contains a wealth of green spaces such as river valleys and floodplains, woodlands, historic parks and gardens, public rights of way, wildlife sites and nature reserves. These spaces provide various benefits including biodiversity, visual amenity, sport and recreation. The purpose of this policy is to ensure that green spaces are conserved, and enhanced.

9.48 However, it is not just large scale or strategic GI, which plays an important role in contributing towards a wider network of green space. Individual elements or features such as important hedgerows and trees, play spaces or ponds can be equally important in helping to bring wildlife and amenity benefits into the heart of communities. For this reason the Council considers that even modest developments can contribute towards the protection and enhancement of the District's GI network. The Council will expect all schemes for new housing and commercial development to protect existing green infrastructure and landscape elements, as far as possible and bring forward development that maximises the opportunities to conserve, enhance and restore biodiversity and geological diversity and

increase the provision of, and access to, green infrastructure.

- 9.49 In bringing forward new homes or businesses the Council will expect developers to demonstrate how their proposals contribute towards the objectives and targets set out in the Lowland Derbyshire and National Forest Biodiversity Action Plans (as appropriate to the site location). Where new development includes proposals for habitat creation or the translocation of protected species and BAP priority habitats and species to help mitigate biodiversity impacts, the District Council will expect developers to contribute towards the ongoing management and maintenance of sites.
- 9.50 The Council will support proposals for large-scale green infrastructure projects within or adjacent to the opportunity areas identified in the Green Infrastructure Policy, subject to projects conforming to wider policies set out in this Local Plan. Where proposals for new development or restoration of existing sites are proposed within identified opportunity areas, the Council will seek to ensure that sites have contributed positively towards local GI provision and wherever possible improve linkages between sites.

The Trent Valley

- 9.51 The River Trent is a major strategic river. There was, and in part still is, a distinctive landscape focused on the river, rich in historical features and wildlife. Permanent grasslands for seasonal grazing would traditionally define the floodplain with people living in villages located on the elevated river terraces along the valley surrounded by traditional mixed farming. In the last 50 years these essential qualities have become eroded.
- 9.52 It has been identified that there is and will be increasing pressures for change in the Trent Valley through Derbyshire. The need to identify further minerals sites and the allocation of land for new housing growth will place further demands on the landscape of the Trent Valley within the Plan period. These pressures could change and fragment the open agrarian landscape character of the valley.
- 9.53 Further gravel extraction and housing growth will change the landscape character of the landscape irreversibly. The opportunity therefore exists to shape this change to deliver a new and attractive landscape with enhanced Green Infrastructure where people want to live, which attracts visitors to the area, provides new economic opportunities, and is rich in history and wildlife.
- 9.54 Key to this will be the development of a clear landscape vision and strategy that plans for landscape change over a long period. This approach has now been adopted and is being promoted by the Lowland Derbyshire and Nottinghamshire Local Nature Partnership (LDN LNP). The District has a duty to cooperate with the LDN LNP and

will aim to assist in the development of the landscape vision and strategy to deliver high quality Green Infrastructure across the Trent Valley for existing and new communities.

The River Mease Special Area of Conservation

- 9.55 Proposals for new development within the catchment of the River Mease Special Area of Conservation (SAC) will only be permitted where it can be demonstrated that the proposal will have no adverse effects on the integrity of the SAC either alone or in combination with other planning proposals.

The National Forest

Policy INF8 The National Forest

A Within the National Forest, as defined on the Proposals Map, South Derbyshire District Council will work with The National Forest Company and other local authorities and partners to:

- i) Work with Partners to help deliver the National Forest Strategy 2014-2024 and any subsequent Strategy**
- ii) Provide opportunities for diversification of the economy, especially in relation to the woodland economy and tourism, including overnight accommodation;**
- iii) Create an attractive, sustainable environment;**
- iv) Provide a range of leisure opportunities for local communities and visitors: and**
- v) Achieve 33% woodland cover in the National Forest.**

B Within the National Forest all residential schemes over 0.5ha and industrial, commercial and leisure developments over 1ha will be expected to incorporate tree planting and landscaping in accordance with National Forest Planting Guidelines (as set out in Table 6).

Landscaping will generally involve woodland planting, but can also include the creation and management of other appropriate habitats, open space provision associated with woodland and the provision of new recreational facilities with a woodland character. The appropriate mix of landscaping features will depend upon the setting characteristics, opportunities and constraints that individual sites present. The District Council recommend that early discussions are held with the National Forest Company. Further information is

available from the National Forest Company's Guide for Developers and Planners¹.

- C** In exceptional circumstances, a commuted sum may be agreed where planting and landscaping cannot be accommodated within or close to the development site. This will be used for tree planting (including urban tree planting); purchasing land for tree planting; creating new woodlands and maintaining those works or other agreed projects for a minimum of five years.
- D** Within the National Forest new development should ensure that:
 - i) the siting and scale of the proposed development is appropriately related to its setting within the Forest,
 - ii) the proposed development respects and does not adversely affect the character and appearance of the wider countryside.
- E** The Council will work with developers, the National Forest Company and other stakeholders to improve access to the Forest from new development sites and existing built up areas and deliver a step change in the quality of new development and the existing urban areas with an emphasis upon the use of Forest related construction materials where appropriate.
- F** The area between Swadlincote, Ashby de la Zouch and Measham is recognised as 'The Heart of the National Forest'. The District Council will seek to support efforts to concentrate tourism and leisure activities and economic opportunities based on the woodland and environmental economy in this area. However Forest related development will be supported elsewhere within the Forest where it can be demonstrated that it will support the continued improvement of the National Forest as a tourism and leisure destination.

Explanation

9.56 The National Forest is a nationally designated area which covers an area of 200 square miles and extends from Charnwood Forest near Leicester to the east to the Needwood Forest near Yoxall in the west. Since its inception the National Forest Company has supported woodland creation increasing forest cover from 6% to 20% across the forest area by planting 8 million trees to date. The environmental improvements implemented by the National Forest Company have brought about positive landscape change and habitat creation and have greatly strengthened the District's tourism and leisure offer.

9.57 The National Forest has been successful in securing 1,200ha of green infrastructure since 1991 through the planning system, including

¹<http://www.nationalforest.org/woodlands/woodlandcreation/development>

development-related planting, mineral site restoration and derelict land reclamation to forest-related uses. This accounts for around 22% of the overall forest creation achieved (5,900ha). In addition, around £1.2m has been secured in commuted sums through Section 106 agreements towards off-site forest creation projects. The District Council will continue to work in partnership with the National Forest Company to achieve its long-term vision and goals and secure forest planting within all appropriate developments located within the National Forest. Developers are currently expected to meet the following planting requirements:

Table 6: National Forest Planting Requirements

National Forest Planting Requirements			
Housing sites under 0.5 ha	Normal landscaping appropriate to the sites setting	Industrial, Commercial and Leisure Developments under 1 ha	Normal landscaping appropriate to the sites setting
Housing sites between 0.5 ha - 10ha	20% of the development area to be woodland planting and landscaping	Industrial, Commercial and Leisure Developments over 1 ha	20% of the development area to be woodland planting and landscaping
Housing sites over 10ha	30% of the development area to be woodland planting and landscaping	Industrial, Commercial and Leisure Developments over 10ha	30% of the development area to be woodland planting and landscaping
New Road Schemes or improvements to existing routes	New road schemes should achieve well-wooded settings with planting adjoining the road and off site. Appropriate landscaping should also accompany road improvements. In each scale the levels of planting will depend on the scale and impact of the development.		
Commuted Sums	In exceptional circumstances where the planting guidelines cannot be met, a commuted sum should be paid instead. This should reflect the most up to date guideline rate identified by the National Forest as set out in the Guide for Developers and Planners.		

- 9.58 In exceptional circumstances, where planting and landscaping cannot be fully accommodated on or adjacent to the development site, for example due to lack of land or viability issues, a commuted sum will be negotiated. This will be towards the cost of purchasing land for planting, creating new woodland, providing public access to it and maintaining the site for at least 5 years. Commuted sums will normally be paid to the local authority and will need to represent any shortfall in planting on site. Where commuted sums are accepted the District Council will work in partnership with the National Forest Company to decide how they should be utilised.
- 9.59 Best practice guidance on the creation and future management of forest-related planting and landscaping schemes should be followed,

as set out in the National Forest Company Guide for Developers and Planners.

Open Space, Sport and Recreation

Policy INF9 Open Space, Sport and Recreation

- A** Current provision of open space and sports and recreation facilities in South Derbyshire is not sufficient to meet local need.
- B** To address this, the Council will work with partners to provide sufficient high quality green space and recreation facilities including sports pitches and built facilities, allotments, woodland creation, cemeteries and publicly accessible natural green space to meet the needs of new residential development and, where possible, to meet the needs of the existing population.
- C** Opportunities for creating new or enhanced facilities will be sought particularly where there are quantitative or qualitative deficiencies identified in the Council's most up to date Open Space, Sport and Recreation Assessment.
- D** The loss of open space, sport and recreational facilities will only be permitted in exceptional circumstances where an assessment shows that existing open space and facilities exceed the required level of provision, the loss would be compensated for through equivalent or better provision or the development would involve the provision of alternative sport or recreation facilities for which there is a greater need.
- E** Wherever possible the Council will expect new open spaces to connect to existing Green Infrastructure in order to improve accessibility across and between sites and enhance the biodiversity.

Explanation

- 9.60 The **National Planning Policy Framework** states that Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. These should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine the level and type provision required.
- 9.61 Existing open space, sports and recreational buildings and land should not be built on unless:

- an assessment shows that the open space, buildings or land are surplus to requirements; or
- the resulting loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the need for which outweighs the loss.

9.62 The Council's **Open Space Assessment Report** indicates that:

- The current level of informal leisure provision is 0.73ha per 1000 people across the whole District. This represents a deficit of informal leisure provision of 0.32ha per 1000 people.
- The current level of formal leisure provision is 1.17ha per 1000 people across the whole District. This represents a deficit of informal leisure provision of 0.13ha per 1000 people.
- The current level of play provision is 0.05ha per 1000 people across the whole District. The District's target is for 0.19ha of play space per 1000 people. This represents a significant deficit of play provision.
- Based on existing open space provision there is a requirement for 25.4m² of land per person/bedroom (or 2.54 ha per 1000 people) for new development
- In regard to indoor sports facilities, the District currently lacks two badminton courts and one swimming lane.

9.63 The Council will seek to address any identified shortfalls in open space and built leisure provision by securing new facilities within future development and/or by securing funding for the delivery of new and improvement of existing open spaces. The loss of open spaces will be resisted by the Council except in exceptional circumstances. Details of developer requirements will be published in a Supplementary Planning Document.

9.64 In bringing forward new open spaces, the Council will, wherever possible, seek to ensure that new open space provision links up with and enhances existing open spaces green corridors and other green infrastructure. Further information on green infrastructure is set out in Policy INF7.

9.65 Interest in allotments has risen significantly in recent years. Allotments provide multiple benefits, as a source of sustainable food provision helping to reduce food miles, contributing towards healthy lifestyles through both exercise and as a source of fresh local food, and by supporting community cohesion. It is difficult to forecast future levels of demand, but there is currently a long waiting list of prospective tenants.

9.66 There is a shortage of cemetery space, which is particularly acute in the Swadlincote Urban Area and is likely to affect the whole District in

coming decades.

Tourist Development

Policy INF10 Tourism Development

- A Tourism development, including overnight accommodation and visitor attractions, will be permitted:**
- i) Within or adjoining the urban area or the Key Service Villages or;**
 - ii) In other appropriate locations where identified needs are not met by existing facilities.**
- B The District Council will seek to maximise opportunities to deliver new, or improve existing sustainable access arrangements including public transport provision, walking and cycling provision where appropriate.**
- C In all cases the District Council will expect new tourism development to be**
- i) provided through the conversion or re-use of existing buildings or;**
 - ii) accommodation of a reversible and temporary nature, or**
 - iii) sustainable and well designed new buildings, where identified needs are not met by existing facilities, subject to all the other relevant policies in the Local Plan.**
- D New tourism development that is likely to give rise to undue impacts on the local landscape, natural environment or cultural heritage assets will be refused.**

Explanation

9.67 The District has a good range and diversity of visitor attractions and things to do. The National Forest offers an important opportunity to develop the visitor economy further, throughout the District, whilst recognising the need to protect the rural character of the area, which is in itself a key tourism asset. The Heart of the National Forest area is a particular focus for tourism development.

9.68 New visitor attractions and accommodations that would diversify the appeal of the area throughout the year will be encouraged.

Development that would have a significant adverse impact upon heritage assets or their settings will not be considered appropriate.

- 9.69 South Derbyshire offers a mix of types, standards, sizes and prices of tourist accommodation although The National Forest Vision and Action Plan for Sustainable Tourism identifies a need to expand provision, particularly in regard to the self-catering sector.
- 9.70 New hotels should ideally be located in the main urban area of Swadlincote and in key villages where services and facilities are close at hand and from where much of the District is accessible by public transport. The conversion of redundant rural buildings can provide tourist accommodation whilst assisting in farm diversification and protecting the countryside. It can also assist in the protection of traditional rural buildings and heritage assets, where these might otherwise become redundant and fall into disrepair. The Council may require a legal agreement to ensure that new or converted buildings remain as tourist accommodation and do not become permanent dwellings.
- 9.71 Tourism development of a permanent nature, in locations not within or on the edge of an urban area or Key Service Village, will normally be permitted where identified needs are not met by existing facilities, subject to all other relevant policies in the Local Plan. Any such development should be sustainable and well designed.
- 9.72 There is increasing demand for cabin and static caravan accommodation, as well as camping, touring caravan sites and marinas. It is important to ensure that such development is sited and designed so as to avoid any detrimental impact on the character of the surrounding area. Where appropriate, the use of landscape features can help to ensure that such proposals will not appear unduly prominent.
- 9.73 In the interests of sustainability and avoiding the use of rural highways by unsuitable vehicles, sites should offer an appropriate level of accessibility by non-car modes, whilst recognising the need for flexibility in rural areas, particularly in relation to smaller scale proposals, as there are often fewer opportunities for sustainable access in these locations.

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Appendix 1

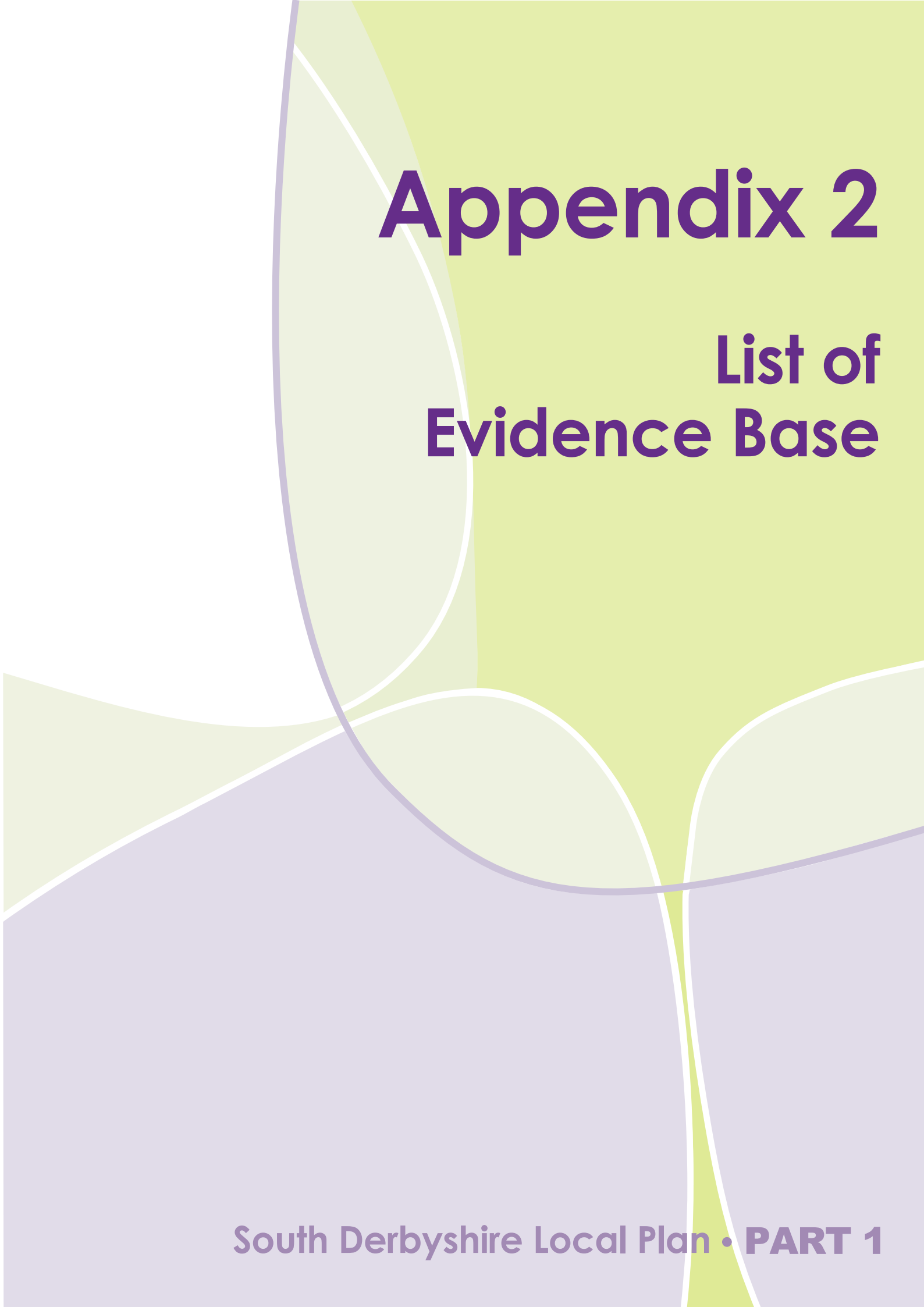
List of superseded policies

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Policies not listed here will continue to be saved from the 1998 Local Plan and replaced through the Local Plan Part 2.

H1	New Development, Hilton
H4	Housing Development, Swadlincote
H9	Affordable Housing in relation to Housing Policies 1-5 and Community Facilities Policy 3
H11	Layout and Design
H14	Land Use Associated with Residential Areas
H15	Gypsy Caravan Sites
E1	Existing Industry
E2	Main Locations for New Industrial and Business Development
E3	Industrial and Business Development in Swadlincote
E4	Promoting the Rural Economy
E5	Industrial and Business Development in Rural Areas
E6	Large Firms
E7	Industrial Regeneration
E8	New Development
E9	Development near to Installations Handling Hazardous Substances and Major Gas Pipelines
E10	Installations Handling Hazardous Substances
EV10	The National Forest
T6	New Development
T7	Pedestrians and People with Disabilities
T8	Cycling
T9	Rail Services
R1	Recreation and Tourist Facilities
R4	Provision of Outdoor Playing Space in New Housing Provision
R5	Loss of Recreation Facilities
R7	Disused Transport Routes
R8	Public Footpaths and Bridleways
R9	Commercial Stables and Equestrian Centres
R10	Touring Caravan and Camping Sites
C1	New Community Facilities
G1	Area of the Greenbelts
G2	Reuse and the Conversion of Buildings within the Green Belts
G3	Housing Development
G4	Other Urban Development
G5	Agricultural Development
G6	Other Development in the Green Belt Appropriate to a Rural Area

The list of saved policies from the 1998 Adopted Local Plan can be found on the Adopted Local Plan section of the Council's website at www.south-derbys.gov.uk



Appendix 2

List of Evidence Base

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This is a list, though not exhaustive, of the evidence that has been used and gathered by South Derbyshire and also on a Derby HMA wide basis:

Infrastructure Delivery Plan, 2014

Consultation Statement, 2014

Sustainability Appraisal

Housing Requirements Study, 2013

Housing Site Summaries

Strategic Housing Land Availability Assessment

Strategic Housing Market Assessment (SHMA), 2008

Derby Strategic Housing Market Assessment Update Report, 2013

Gypsies and Travellers Accommodation Assessment (GTAA), 2008

Employment Site Summaries

Derby Housing Market Area Employment Land Review, 2008

Derby Housing Market Area Employment Land Review Forecasts Update, 2013

South Derbyshire Economic Development Strategy, 2008

South Derbyshire Economic Development Statement, 2013

Strategic Distribution Site Assessment Study for the Three Cities Sub Area of the East Midlands, 2010

Retail and Leisure Study, 2005

Swadlincote Town Centre Vision and Strategy, 2012

Derby Urban Area Modelling - Final Report, 2012

Derby HMA Transport Position Statement, 2012

Strategic Flood Risk Assessment, 2008

6Cs Green Infrastructure Strategy, 2010

Habitats Regulation Screening Assessment, 2014

Lowland Derbyshire Biodiversity Action Plan, 2011 - 2020

National Forest Biodiversity Action Plan, 2004

South Derbyshire Open Space Assessment Report, 2005

South Derbyshire Outdoor Sports Facilities Assessment Report, 2005

Derbyshire Landscape Character Assessment

Cleaner, Greener Energy Study Report 1 – Local Development Framework Evidence Base, 2009

Derby Housing Market Area Water Cycle Study, 2010

Technical Assessment of the Derby Principle Urban Area Green Belt Purposes, 2012

South Derbyshire Playing Pitch Strategy, 2011

Derbyshire Economic Strategy Statement – Final Consultation Draft

The D2N2 Local Strategic Partnership – Strategic Economic Plan

Derby HMA CIL Viability Assessment, 2014

Derbyshire Local Transport Plan, 2011

Derbyshire Infrastructure Plan, 2013

Landscape Character of Derbyshire, 2014

The National Forest Strategy, 2014

Review of Objectively Assesses Housing Need in light of 2012-based Subnational Population Projections – 2014

Swarkestone and Stanton by Bridge Bypass Engineering Feasibility Study, 2009

Derby Urban Area Potential Core Strategy Sites Traffic Impact Assessment, 2012