

6

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**

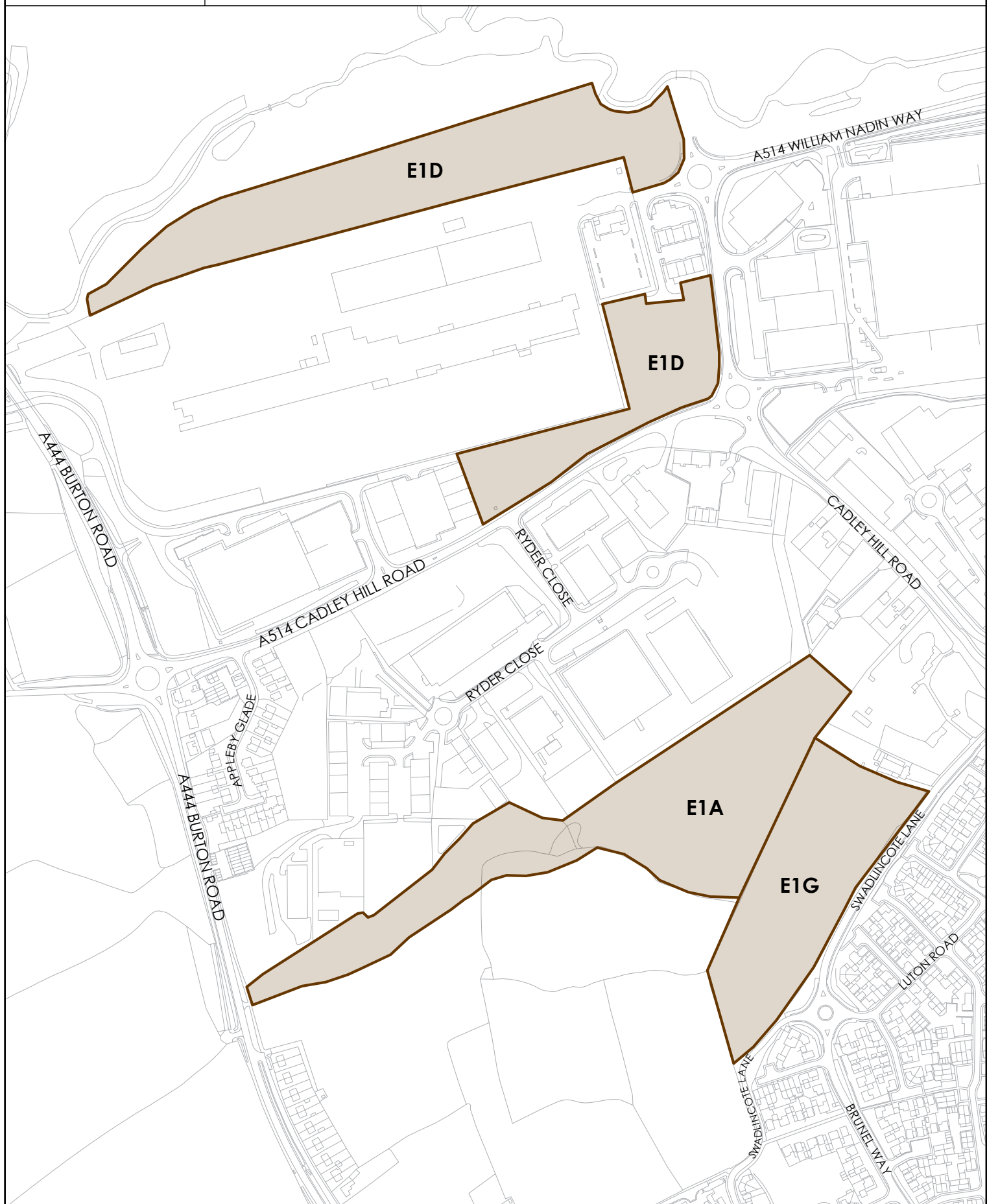
Explanation

- 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



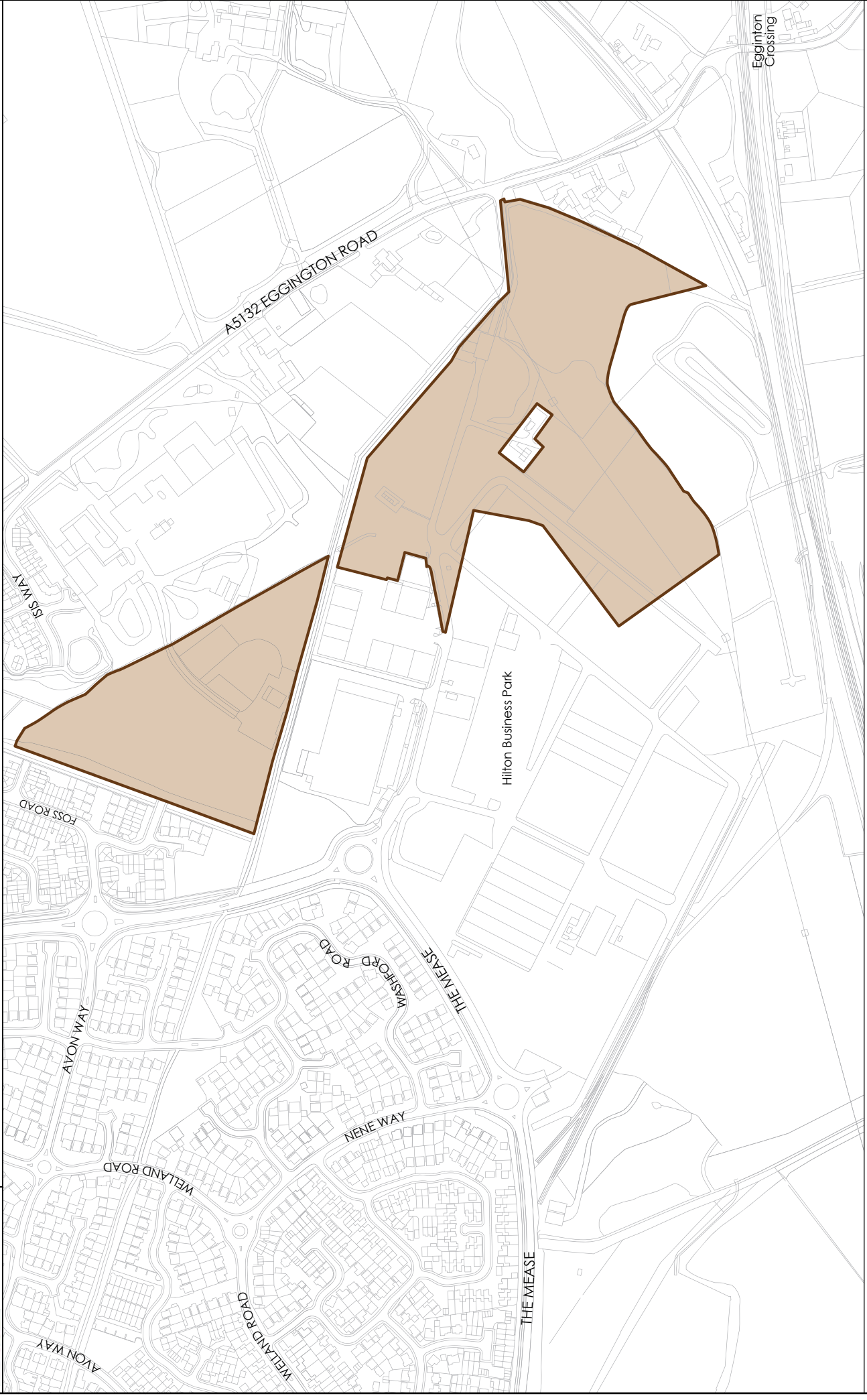
Employment Policy 1: Strategic Employment Land Allocations - E1D TETRON POINT AND E1A & E1G CADLEY HILL





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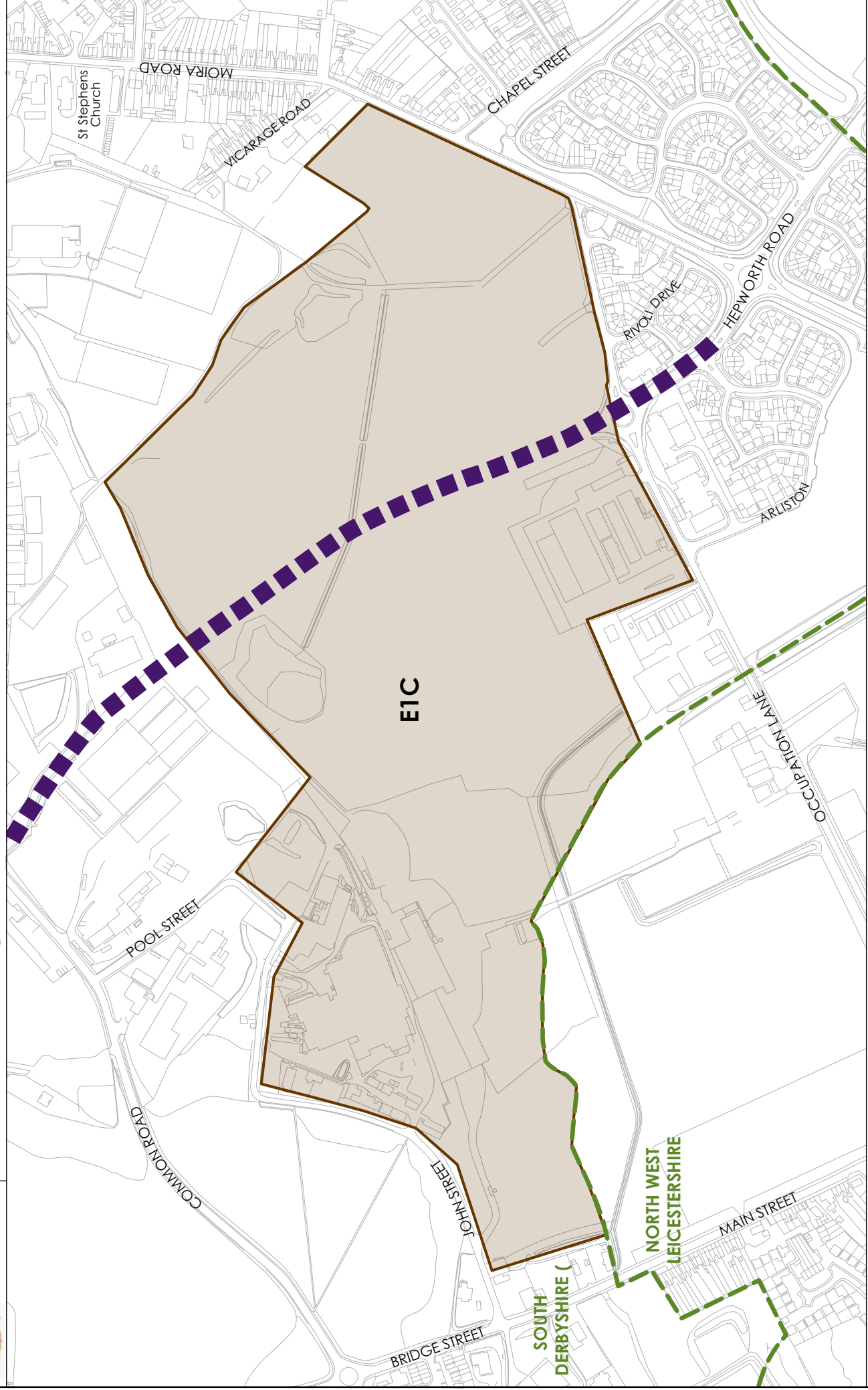
Employment Policy 1: Strategic Employment Land Allocations - E1B HILTON BUSINESS PARK





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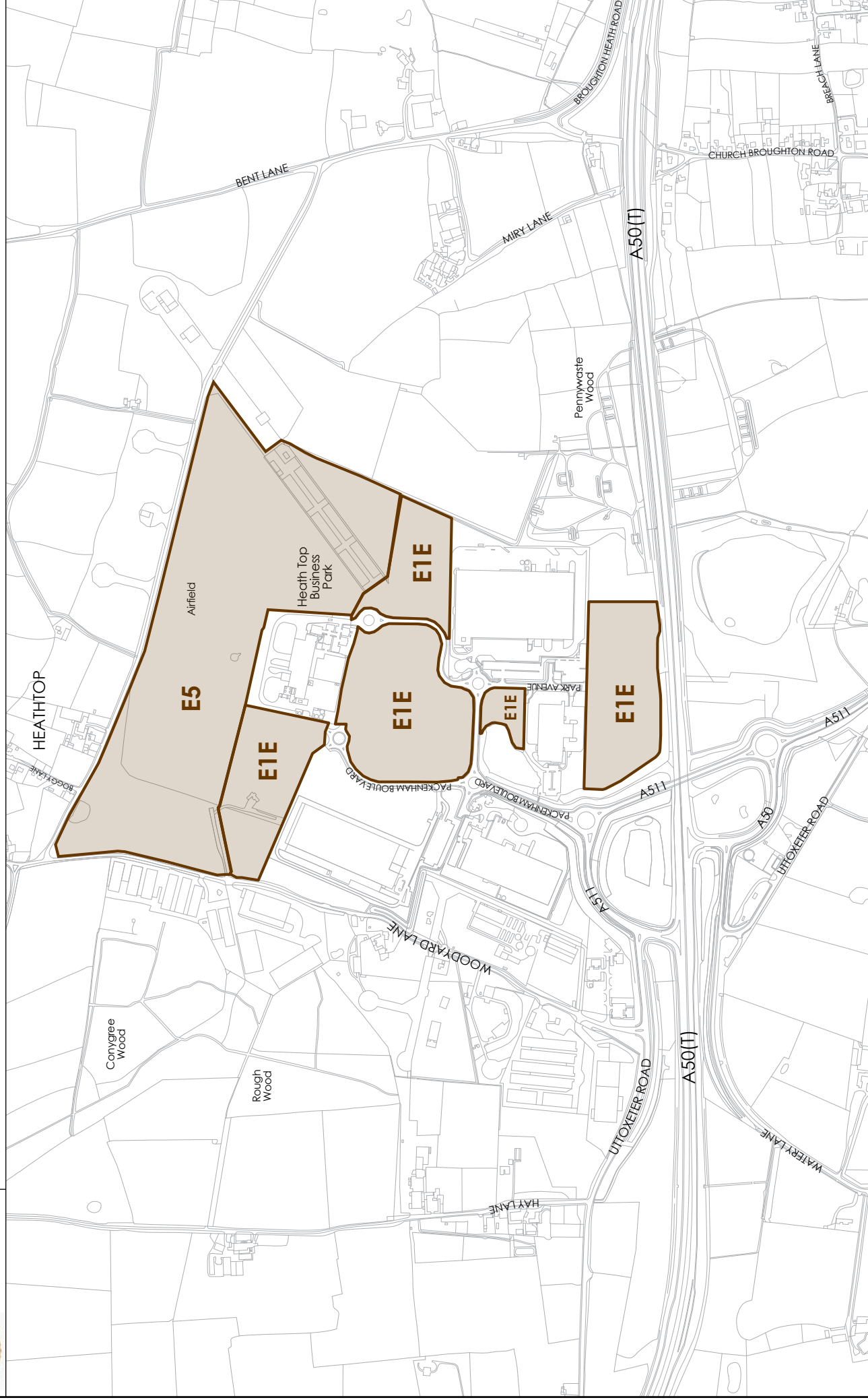
Employment Policy 1: Strategic Employment Land Allocations - E1C Woodville Regeneration Area





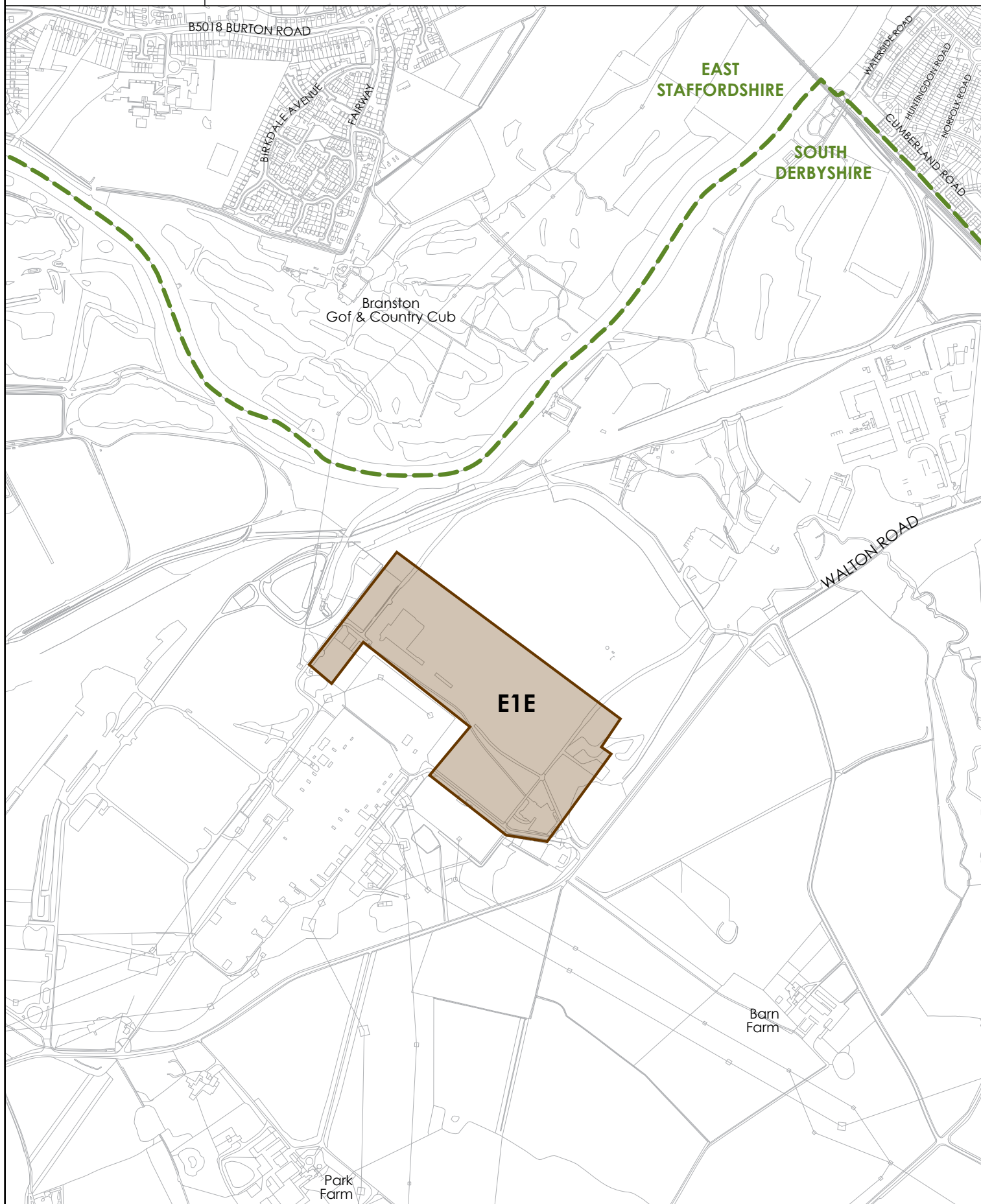
South
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Employment Policy 1: Strategic Employment Land Allocations - E1E & E5 DOVE VALLEY BUSINESS PARK, FOSTON



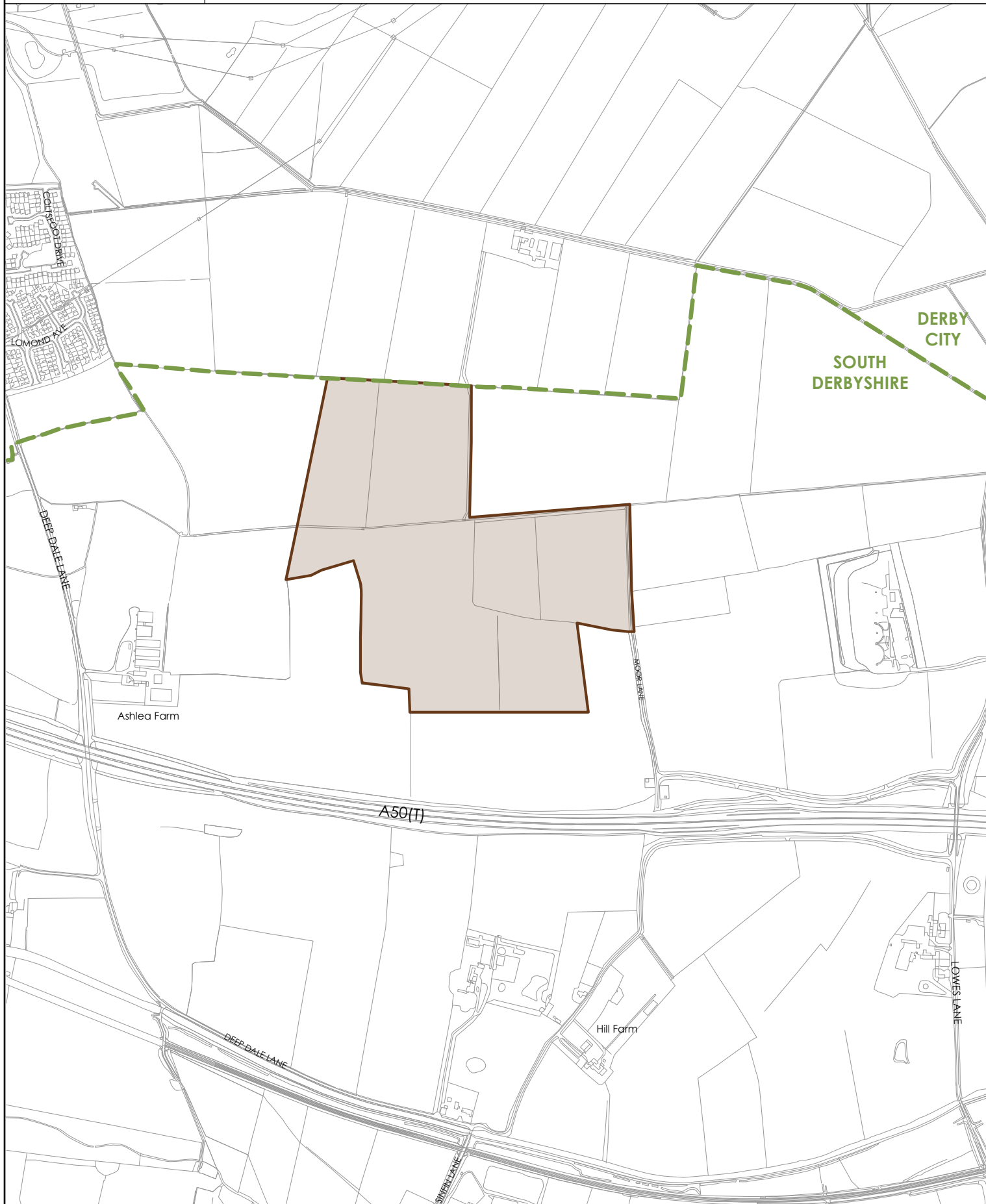


Employment Policy 1: Strategic Employment Land Allocations - E1E FORMER DRAKELOW POWER STATION





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.

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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