

Policy H11: Land north east of Hatton

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

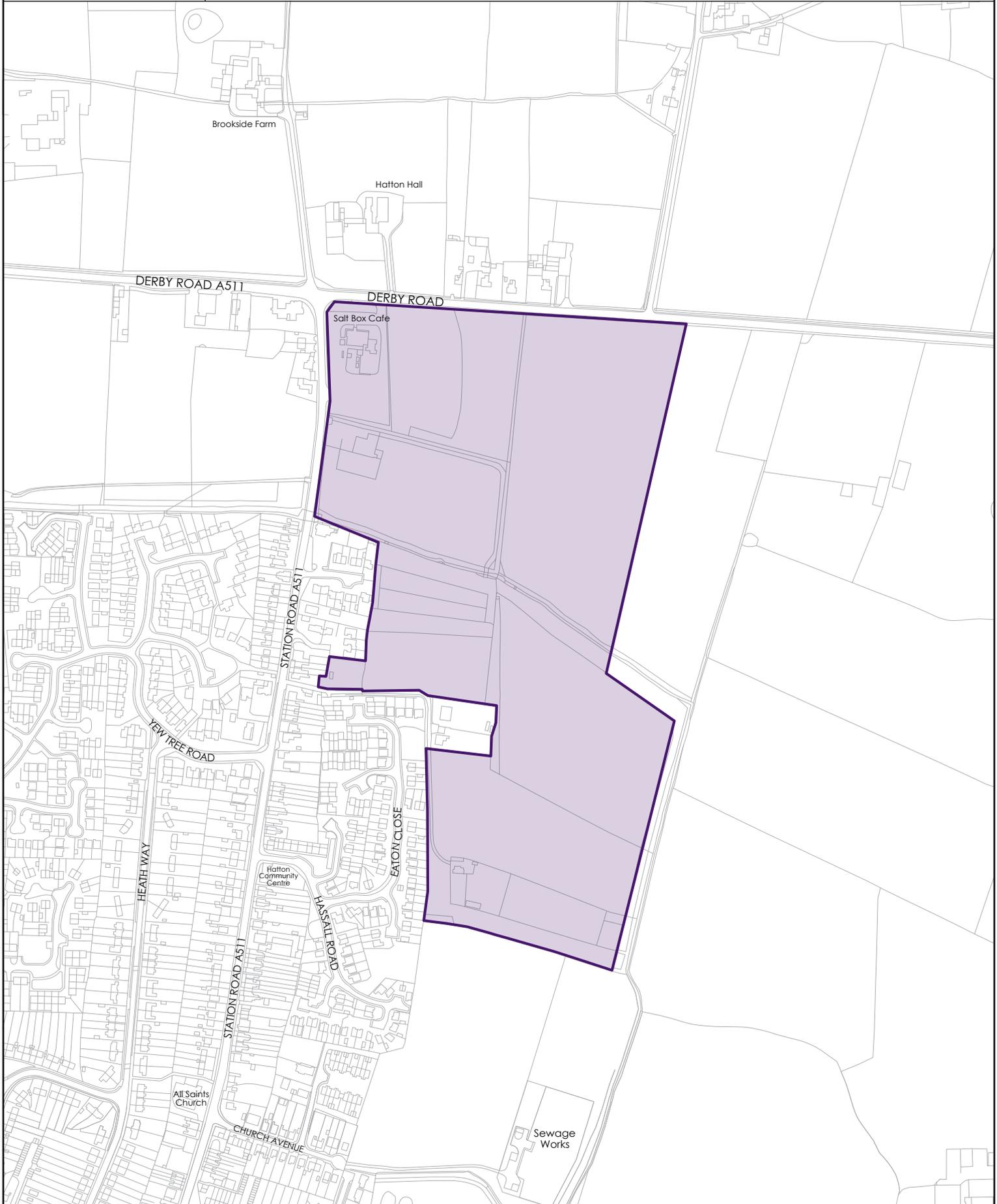
POLICY:

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

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



Housing Policy 11: Land North East of Hatton



Policy H12: Highfields Farm

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

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

POLICY:

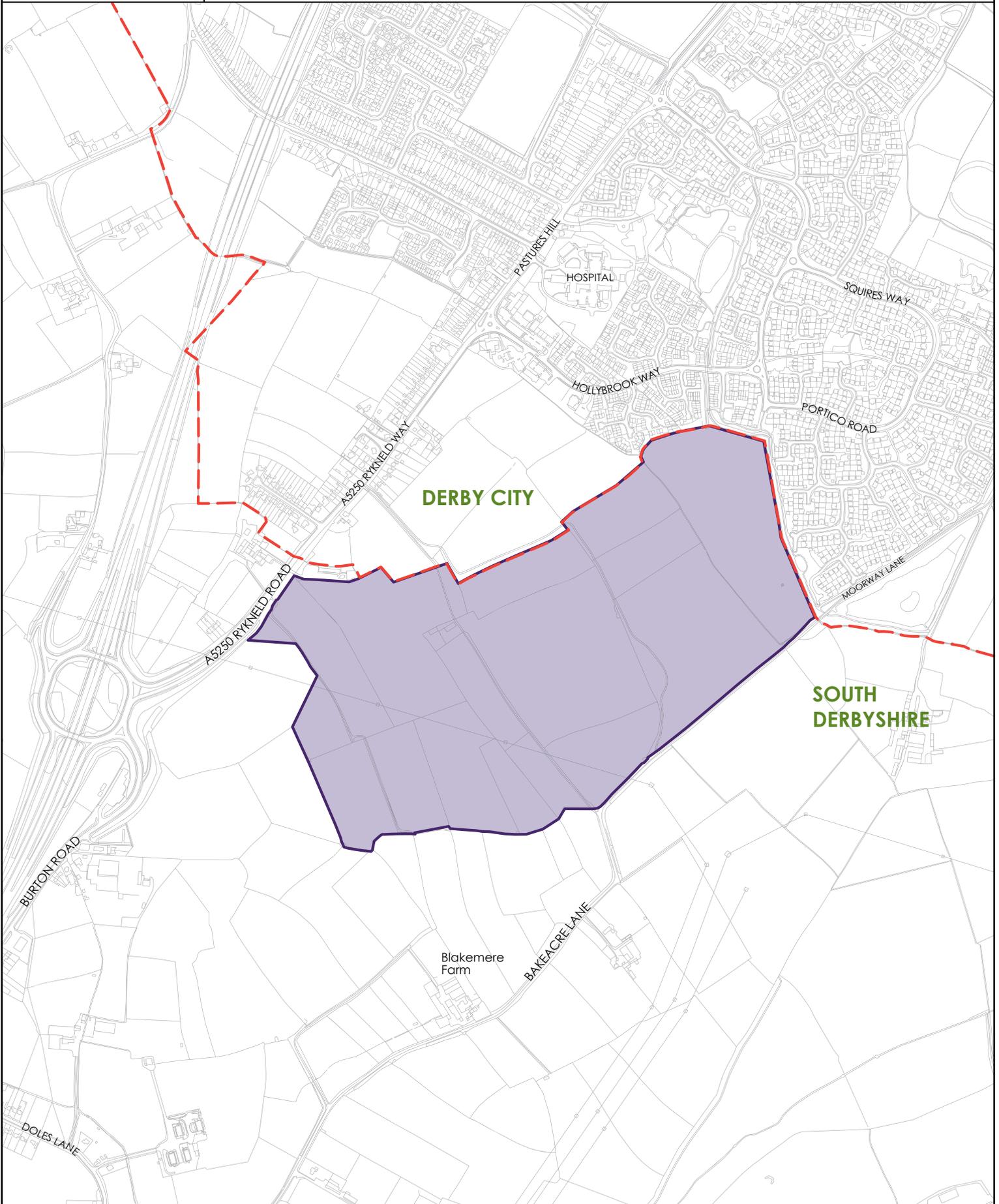
A Residential development on land at Highfields Farm for up to 1,041 dwellings.

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

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



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



Policy H13: Boulton Moor (South East of Derby)

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

POLICY:

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

established to ensure the necessary level of coordination to effectively deliver the infrastructure and facilities to support the development;

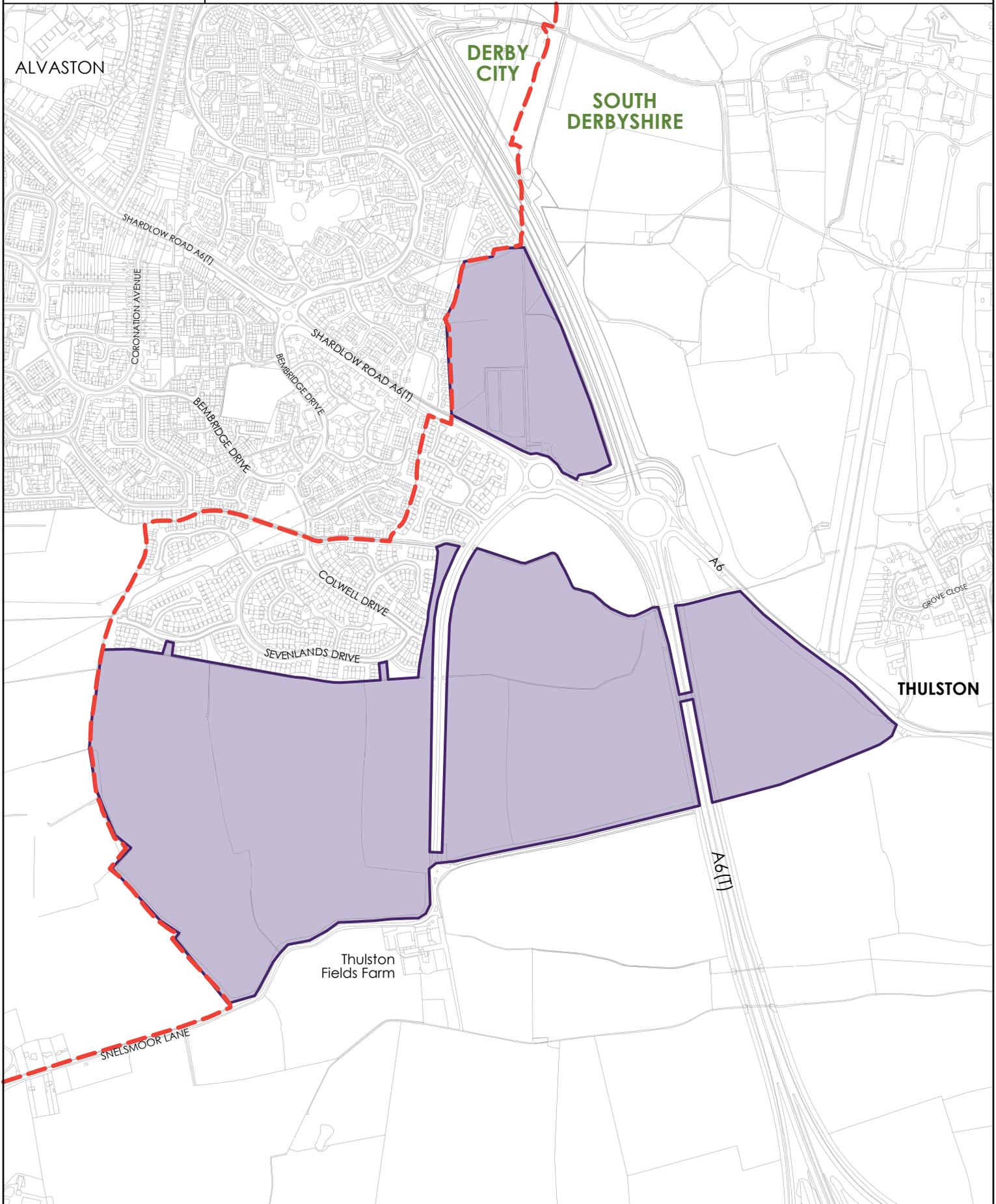
- ii) A jointly prepared development framework shall be produced;
- iii) A cross boundary approach to housing design, layout, density, open space and landscape shall be developed/undertaken;
- iv) A cross boundary approach to the provision of affordable housing shall be developed/undertaken;
- v) A plan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

providing for day to day needs of the wider neighbourhood;

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



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



Policy H14: Chellaston Fields, Chellaston

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

5.62 The site relates well to the existing urban area of Derby and will form a sustainable urban extension.

POLICY:

A Residential development on Land at Chellaston Fields will provide for around 500 dwellings within South Derbyshire.

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

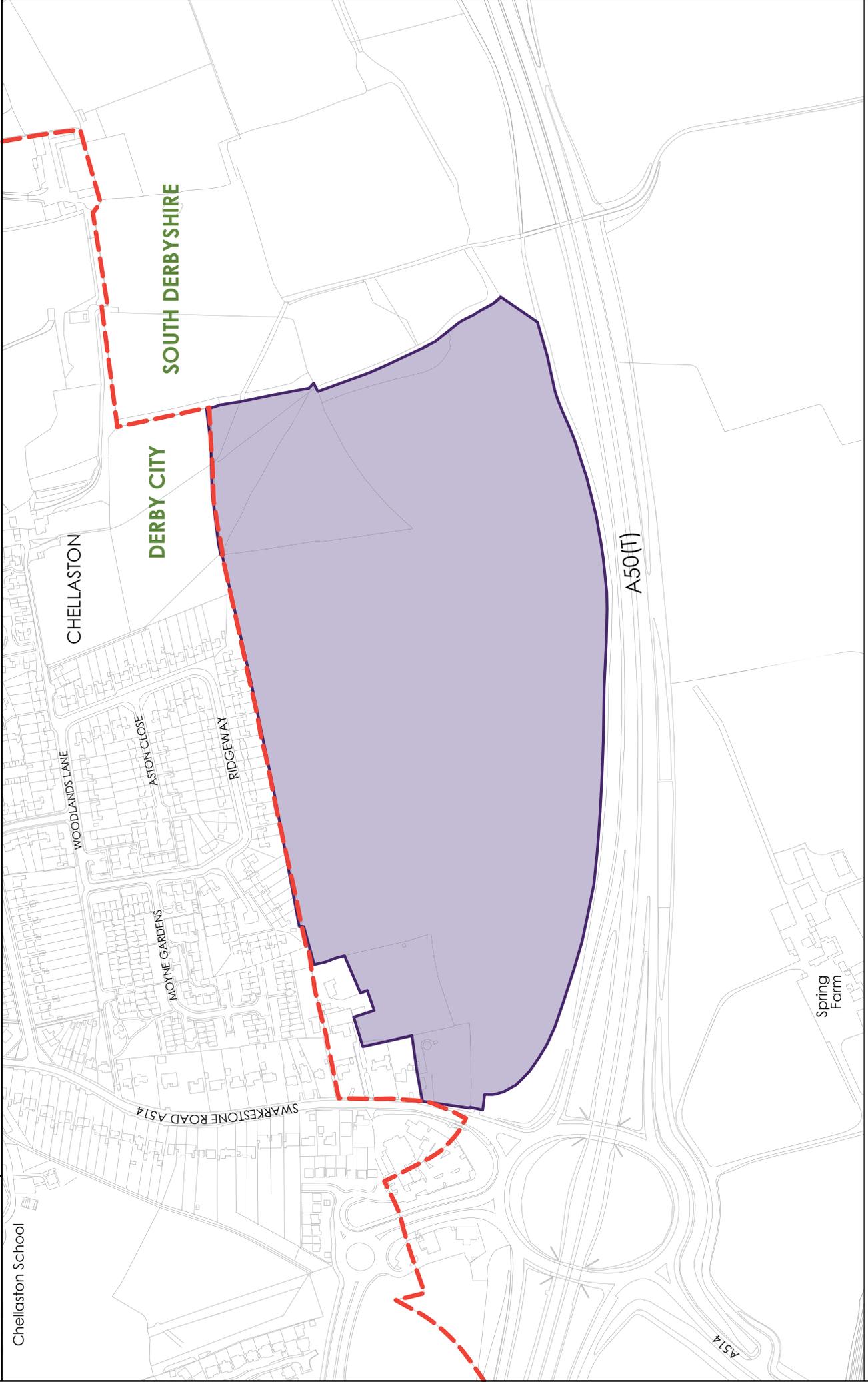
- i) High quality pedestrian and cycle routes shall be provided within the site and opportunities for links between the site and existing residential development and future employment areas shall be provided;**
- ii) Consideration should be given to some retail development on the site that is commensurate to the size of development and surrounding area, but does not affect the viability and vitality of existing retail in the area;**
- iii) Developer contributions are to be made toward improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network;**
- iv) The development shall protect and enhance the setting of heritage assets**



South Derbyshire District Council

Housing Policy 14: Chellaston Fields, Chellaston

Chellaston School



Policy H15: Wragley Way (South of Derby)

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

POLICY:

A Residential development on Land at Wragley Way will provide for around 1,950 dwellings within South Derbyshire.

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

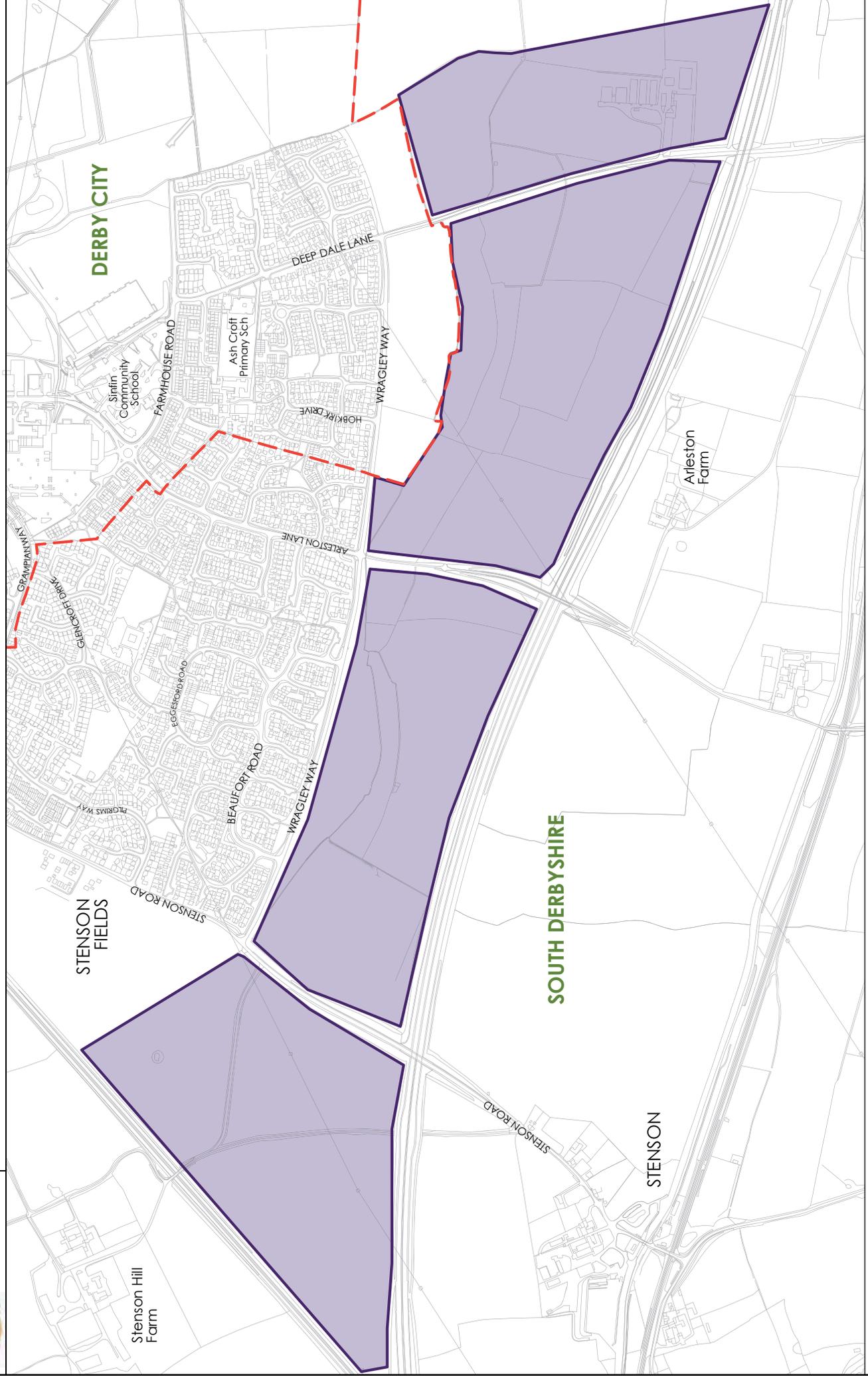
- i) New highway infrastructure to mitigate the transport impact on the local and strategic road networks of the whole site. This will include the provision of and/or contributions to the construction of the South Derby Integrated Transport link;**
- ii) Developer contributions are to be made towards improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network;**
- iii) Any development should not prejudice the construction of a potential junction connecting the site to the A50, which may potentially be needed following the completion of the South Derby Integrated Transport Link;**

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



South
Derbyshire
District Council

Housing Policy 15: Wragley Way (South of Derby)



Policy H16: Primula Way, Sunny Hill

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

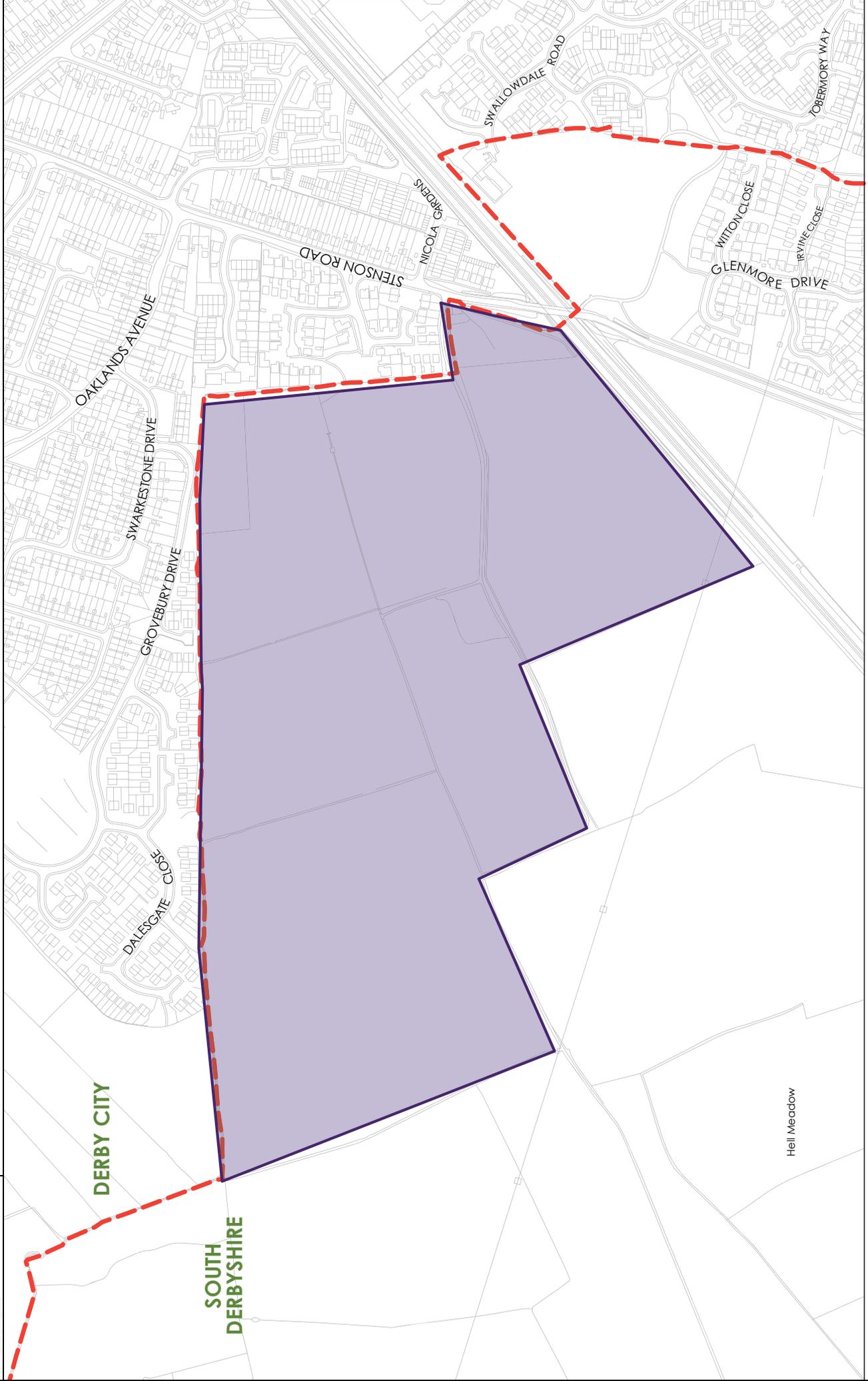
POLICY:

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



South Derbyshire District Council

Housing Policy 16: Primula Way, Sunny Hill



Policy H17: Holmleigh Way, Chellaston

5.70 Holmleigh Way lies adjacent to the Derby City boundary, immediately to the west of the existing Chellaston West development. The site will be bounded to the west by the safeguarded route of the former Derby Canal, the A50 to the south and existing development to the north. The site is adjacent to a suggested small site within Derby City.

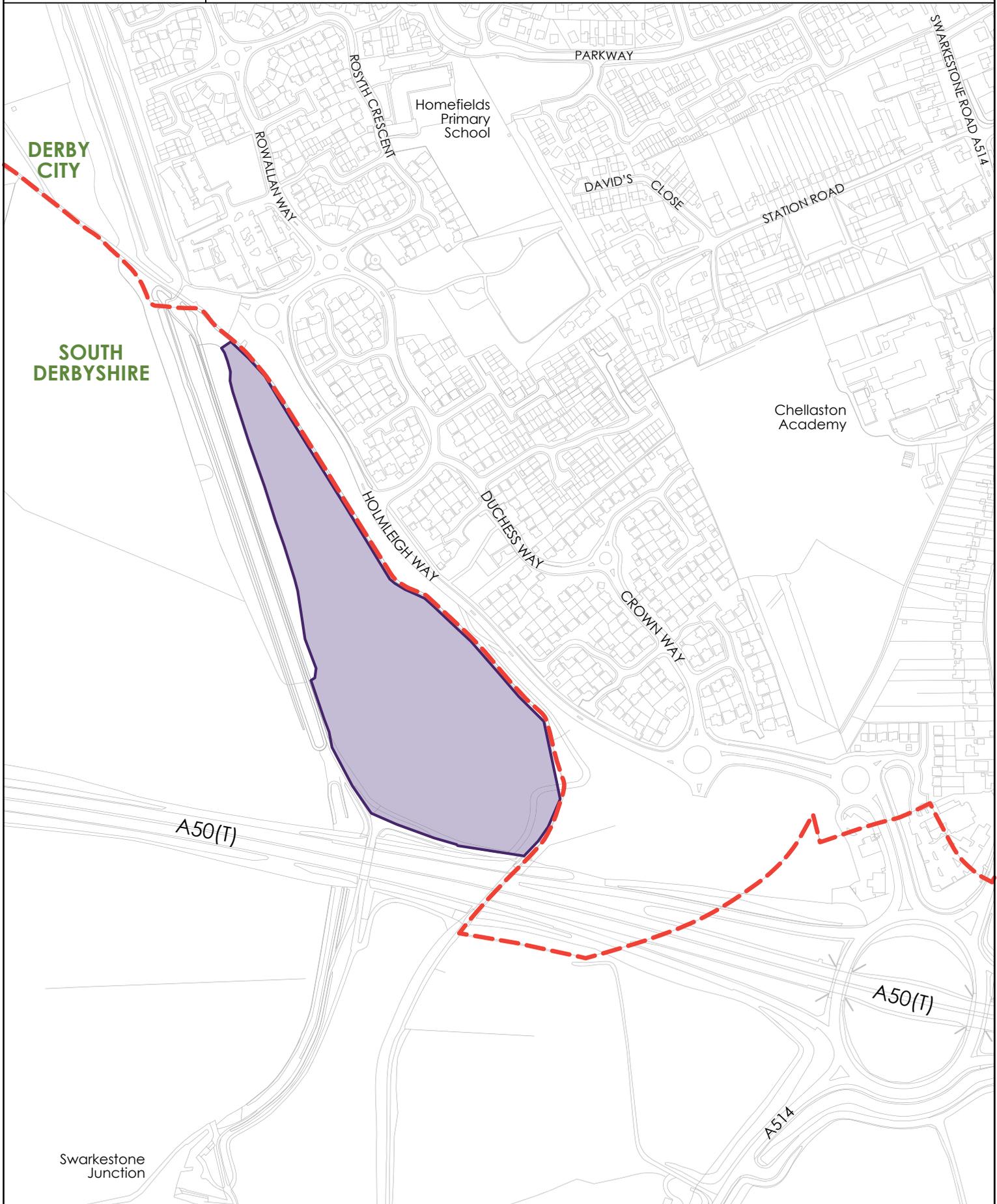
5.71 The site is currently used for agricultural purposes. The former Derby Canal is a Sustrans route which is also a County Wildlife Site which design of the development will need to take account of. The alignment of the Derby Canal has been protected in the current Local Plan Derby City and is a suggested protection in South Derbyshire's Local Plan.

POLICY:

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



Housing Policy 17: Holmleigh Way, Chellaston



Policy H18: Hackwood Farm, Mickleover

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

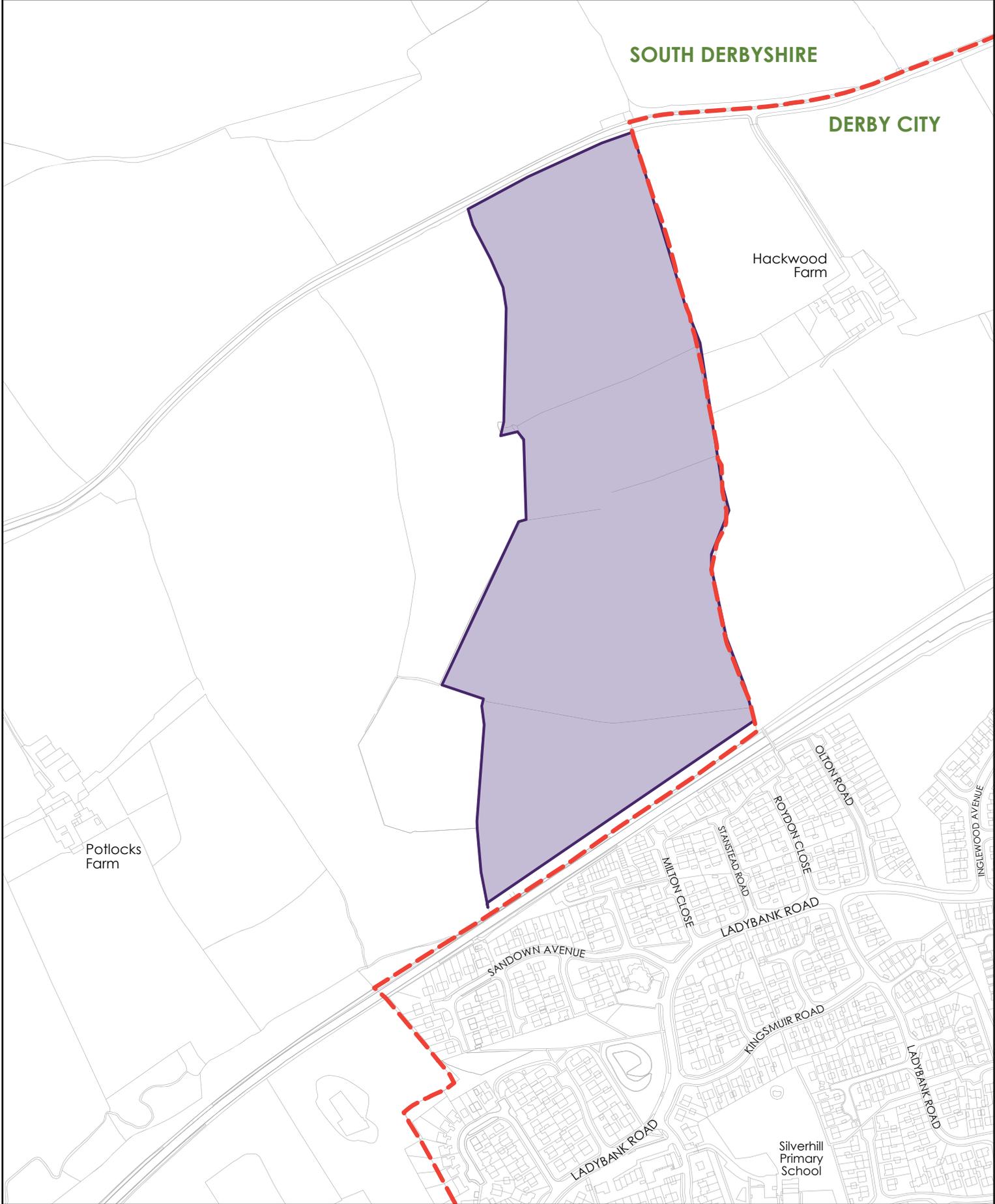
POLICY:

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

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



Housing Policy 18: Hackwood Farm, Mickleover



Policy H19 Land West of Mickleover

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

POLICY:

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

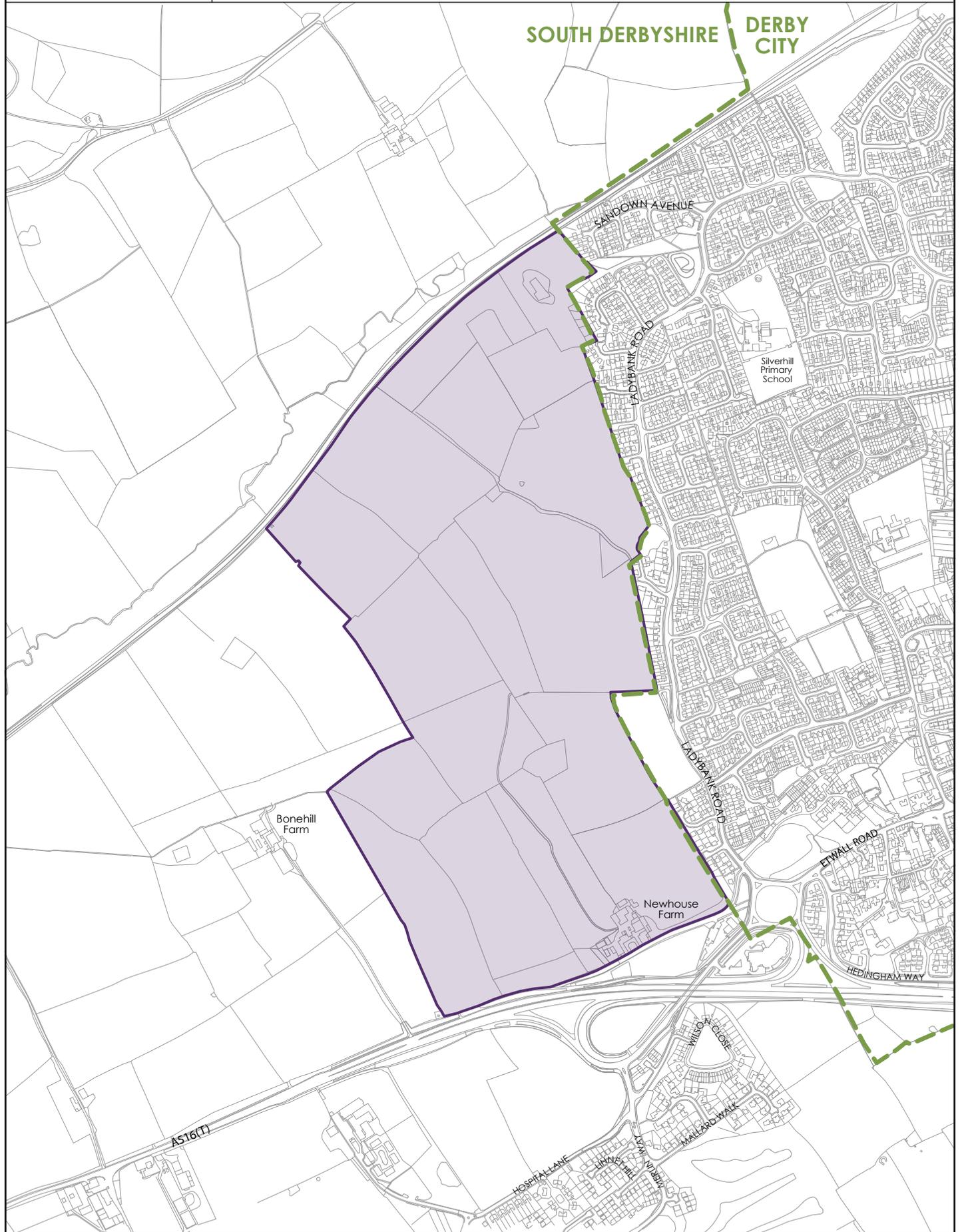
detail as part of a future planning application;

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

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



Housing Policy 19 : Newhouse Farm



Housing Balance

Policy H20 Housing Balance

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

Explanation

5.79 The Council want to ensure that as well as getting the right amount of housing in the right location that the mix of dwelling type, size and density provided on each site is appropriate. Provision of the wrong housing balance may lead to people moving outside of the District, more land than is necessary being used or a site being harmful to the character of the area.

5.80 The SHMA was undertaken across the Derby Housing Market Area and assessed the profile of housing and gaps in the housing offer, housing affordability and trends in the structure of the population over the plan period. The data is split across a Housing Market Area basis, Local Authority and also the sub-markets area.

Affordable Housing

Policy H21 Affordable Housing

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

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

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

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

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

Explanation

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

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

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

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

Gypsies and Travellers

Policy H22 Sites for Gypsies and Travellers and for Travelling Showpeople

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

surrounding land uses; and

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

Explanation

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

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

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

Protocol on Unauthorised Encampments

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

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