



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

# South Derbyshire Local Plan

## PART 1



**Adopted 13 06 2016**

South Derbyshire Changing for the better

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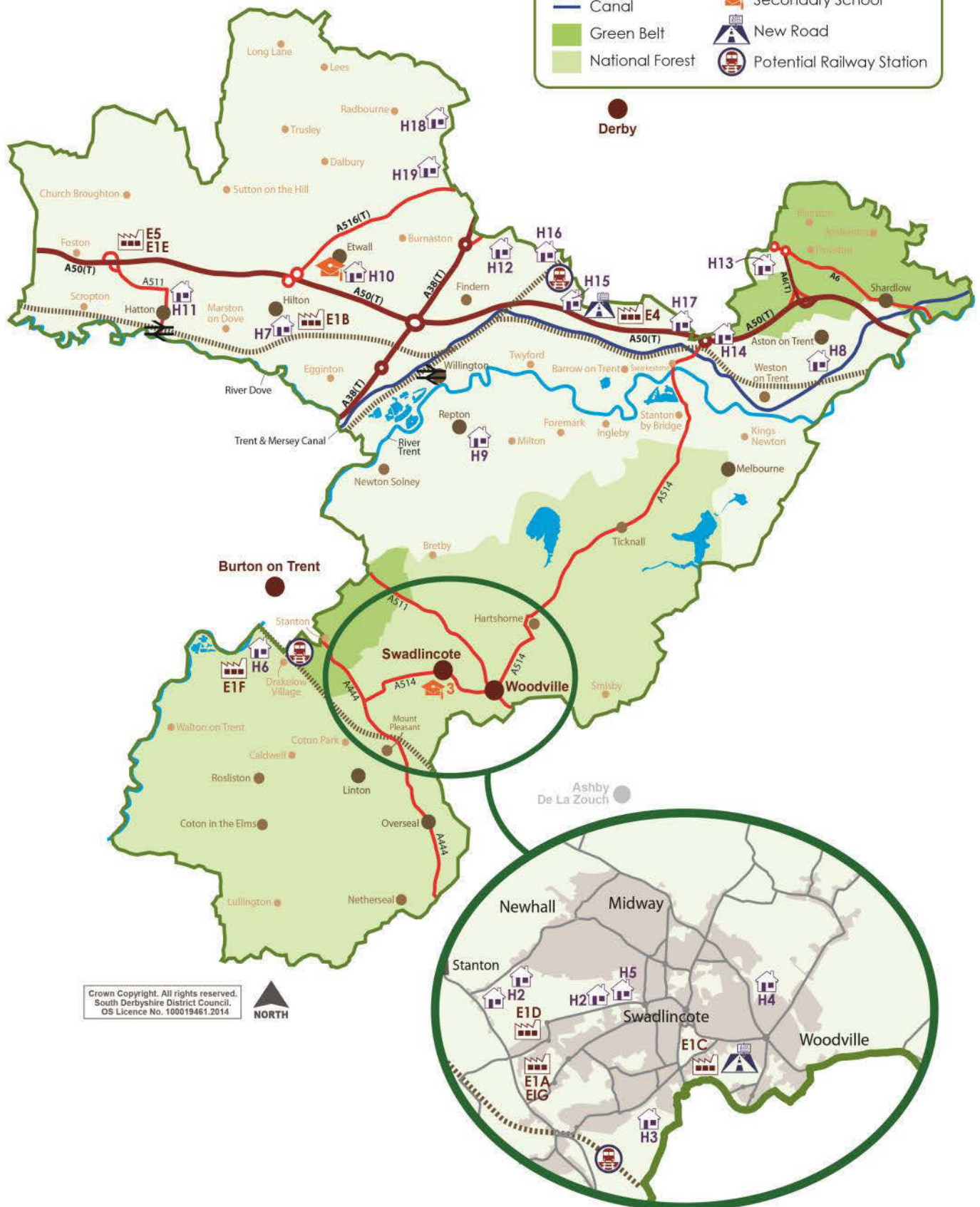
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**Figure 1:**  
**KEY DIAGRAM:**  
**SOUTH DERBYSHIRE DISTRICT**

**KEY**

Trunk Road	Rural	Local Service Settlements
A Road	Key Service Urban	Housing Site
Railway	Employment Site	Secondary School
Railway Station	River/Lake	New Road
Canal	Green Belt	Potential Railway Station
National Forest		





# 1

# Introduction

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# INTRODUCTION

## About this Local Plan

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

## National Policy

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

## How will the Local Plan Part 1 be used?

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

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

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

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

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

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

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

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

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

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

Chapters 5 to 9 – includes development management policies

## Local Documents

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

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

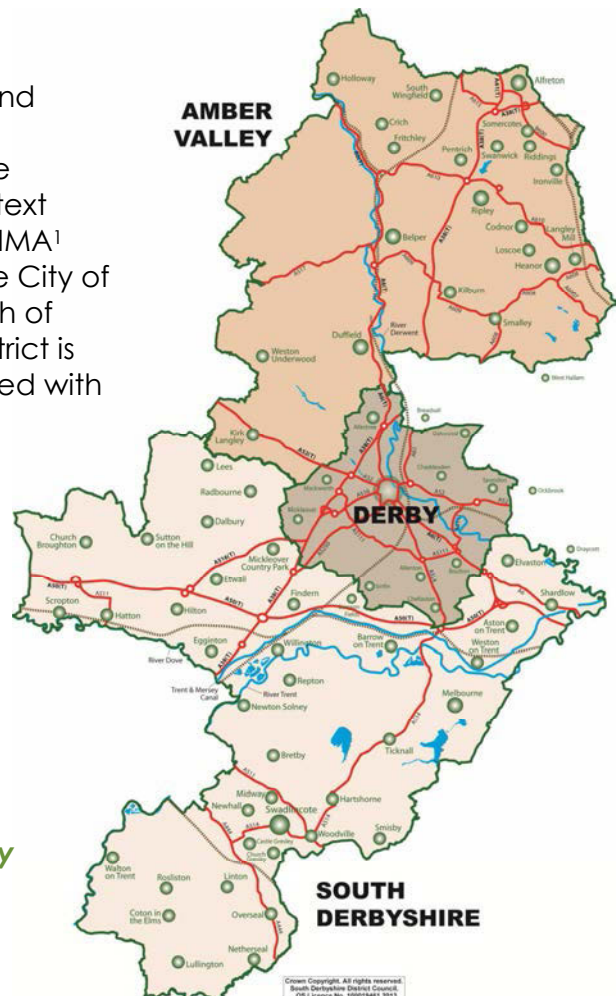
- South Derbyshire Corporate Plan 2009-2014
- Housing Strategy 2009 - 2014
- Sustainable Community Strategy
- Derbyshire County Council documents including Derbyshire Sustainable Community Strategy

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

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

## Working within a wider Derby Housing Market Area (HMA)

1.16 The need for growth and development in South Derbyshire needs to be considered in the context of a wider functional HMA<sup>1</sup> which incorporates the City of Derby and the Borough of Amber Valley. The District is particularly closely linked with the City of Derby, with whom it shares strong associations in terms of housing, employment, transport and other infrastructure.



**FIGURE 2: Map of Derby Housing Market Area**

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

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

## Local Plan Process

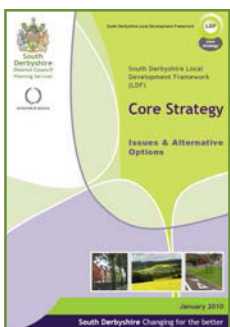
- 1.20 This Local Plan Part 1 is the culmination of extensive consultation that has been undertaken since 2009. Participation has been encouraged at every stage from a wide range of individuals, interest groups, public service providers, infrastructure providers, investors, land owners and developers.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

### ISSUES AND IDEAS 2009

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



### ISSUES AND ALTERNATIVE OPTIONS 2010



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

## NEIGHBOURHOOD PLANNING 2011

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



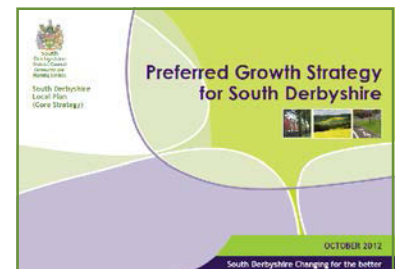
## OPTIONS FOR HOUSING GROWTH DERBY HOUSING MARKET AREA 2011



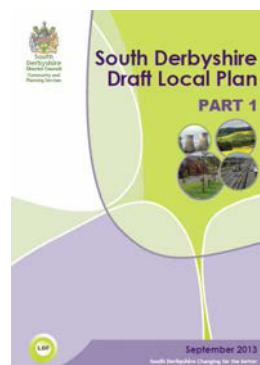
This consultation was undertaken across the Derby HMA. In anticipation of the revocation of the East Midlands Regional plan's housing targets, we asked for views on a range of housing growth 'scenarios' based on differing demographic projections. We also explored the sorts of locations we should consider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

## PREFERRED GROWTH STRATEGY FOR SOUTH DERBYSHIRE 2012

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



## DRAFT LOCAL PLAN PART 1 2013



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

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

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

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

## PRE-SUBMISSION LOCAL PLAN 2014

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



## The Evidence Base

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



# 2

## A Portrait of South Derbyshire

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# A PORTRAIT OF SOUTH DERBYSHIRE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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# 3

## **A Vision and Local Plan Objectives for South Derbyshire**

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# A VISION & LOCAL PLAN OBJECTIVES FOR SOUTH DERBYSHIRE

## South Derbyshire Key Issues

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

## A Vision for South Derbyshire

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

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

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

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

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

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

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

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

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

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

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

## Local Plan Strategic Objectives

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

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

# 4

## Spatial Strategy - A Plan for Growth

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# SPATIAL STRATEGY - A PLAN FOR GROWTH

## Spatial Strategy Introduction

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

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



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

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

## **Policy S1 Sustainable Growth Strategy**

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

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

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

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

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

## **Policy S2    Presumption In Favour of Sustainable Development**

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

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

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

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

## **Environmental Performance**

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

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

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

### **Policy S3 Environmental Performance**

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

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

### **Explanation**

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

### **South Derbyshire Housing Growth 2011 - 2028**

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

## Policy S4 Housing Strategy

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

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

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

### Explanation

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

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

into account the local circumstances. This study was followed by an up date to the objectively assessed housing need which was published in the SHMA<sup>3</sup> which took account of newly available census 2011 data, re-evaluated some aspects of the methodology and the wider evidence that has come about through the SHMA process.

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

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

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

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

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

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

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

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

## Delivering Economic Growth

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

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

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

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

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

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

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

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



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

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

## **Policy S5    Employment Land Need**

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

### **Explanation**

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

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

**Table 2: Employment land requirement**

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

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

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

## Sustainable Access

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

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

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

## **Policy S6 Sustainable Access**

### **A The Council will seek to:**

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

### **B This will be achieved by seeking:**

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

## **Explanation**

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

## Retail

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

### Policy S7 Retail

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

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

## Explanation

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

## Green Belt

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

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

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

## **Policy S8 Green Belt**

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

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

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

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

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

## **Explanation**

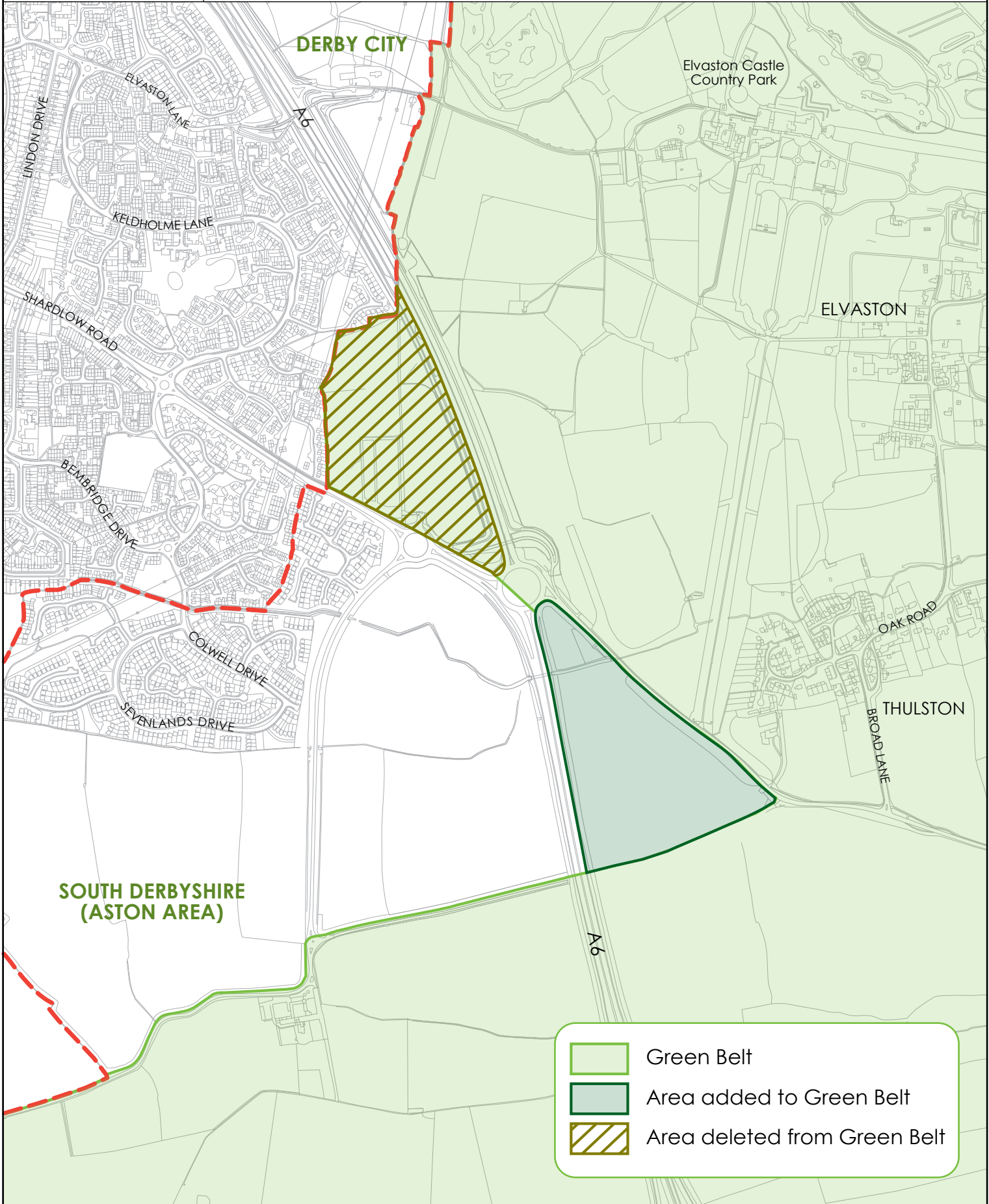
- 4.63 The Green Belt is a long established and successful planning tool, which prevents the coalescence of Derby and Nottingham cities and also that of Burton upon Trent with Swadlincote.
- 4.64 The southern part of the Nottingham – Derby Green Belt lies within South Derbyshire's administrative boundary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

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

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



# Policy S8: Green Belt



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