

**DERBYSHIRE COUNTY COUNCIL**

**MEETING OF CABINET MEMBER – JOBS, ECONOMY AND  
TRANSPORT**

**11 February 2014**

Report of the Strategic Director – Economy, Transport and Environment

**CONSULTATION ON DERBY CITY LOCAL PLAN PART 1:  
DRAFT CORE STRATEGY**

(1) **Purpose of the Report** To agree the County Council's response to Derby City Council's (the City Council) public consultation on its Local Plan Part 1 – Draft Core Strategy (LPDCS).

(2) **Information and Analysis** The LPDCS sets out the overall vision, strategic growth strategy, core planning policies and strategic housing and employment allocations for the City over the Plan period from 2008 to 2028.

The LPDCS will comprise Part 1 of the new Local Plan for Derby City. It will be followed by the publication of a Site Allocations Development Plan Document (Part 2) that will allocate smaller housing sites (totalling 1,010 new homes) and employment sites and provide more detailed policies and guidance on key topic areas and locations within the City.

The County Council submitted detailed Technical Officer comments to the City Council on its Derby City Preferred Growth Strategy in February 2013. Those comments related primarily to 'Duty to Cooperate' and cross boundary growth issues, the proposed scale and distribution of housing growth, Green Belt matters, highways and transport issues, and landscape and visual impact matters.

The LPDCS proposes to make provision for 12,500 new houses and 199 hectares (ha) of new employment land over the period 2008 to 2028. The broad spatial strategy seeks to direct new housing and employment growth to locations within the existing urban area, particularly to maximise the use of brownfield land, and to sustainable urban extension sites (SUEs) on the edge of the urban area. Six broad strategic locations for growth are identified as follows:

- the City Centre (1,700 homes and 100,000 sq m of office space);
- the River Derwent Corridor (92 ha of employment land);

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- Osmaston and Sinfin (1,480 homes and 86 ha of employment land);
- Littleover, Mackworth and Mickleover (2,385 homes);
- Boulton Moor and Chellaston (1,125 homes); and
- Chaddesden and Oakwood (475 homes).

The LPDCS identifies six key priority areas for regeneration. It is proposed that existing employment areas will be protected from development from other uses. The policies in the Plan seek to protect the natural and historic environment, including the Derwent Valley Mills World Heritage Site (DVMWHS), the Green Belt and Green Wedges. It is proposed that retail and leisure development will be directed to the City Centre and existing district centres to protect and enhance their vitality and viability. Proposals are identified for a new highway scheme called the South Derby Integrated Transport Link (SDITL), which is required to accommodate traffic growth associated with new housing and employment growth to the south of the City.

Following completion of the consultation on the LPDCS, the City Council intends to publish its Local Plan Part 1 – Pre-Submission Core Strategy in the summer of 2014.

### Local Member Comments

Local County Council Members with electoral divisions in Amber Valley Borough, Erewash Borough and South Derbyshire District were consulted on the LPDCS. No comments have been received.

### Officer Comments

Overall, the LPDCS is broadly supported as it is founded on a comprehensive and extensive evidence base, particularly relating to housing growth and distribution, employment land requirements, Green Belt and Green Wedges, and transport modelling works. In addition, since 2009 the County Council has been working in partnership with the City Council, Amber Valley Borough Council (AVBC) and South Derbyshire District Council (SDDC) to assist the three councils to prepare their Local Plans / Core Strategies. However, there are various outstanding issues that require further cooperative working between the County Council and the City Council, particularly relating to the transport impacts, education provision needs and other infrastructure requirements associated with the proposed strategic housing and employment growth in the LPDCS.

Details of these Technical Officer comments are given in the Appendix to this report. In order to meet the statutory deadline of 19 December 2013, informal Officer comments on the LPDCS were made to the City Council that are without prejudice to the decision of this Cabinet Member Meeting.

(3) **Financial Considerations**      There      are      no      financial considerations associated with this report.

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(4) **Legal Considerations** The recommendation in this report is made in the context of the County Council's responsibilities and services under the provisions of the Localism Act 2011 and the Planning and Compulsory Purchase Act 2004.

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file 2105 by the Planning Services Manager. Officer contact details – Steve Buffery, extension 39808.

(8) **OFFICER'S RECOMMENDATION** That the Cabinet Member authorises officers to respond formally to Derby City Council on its consultation for the Local Plan Part 1 – Draft Core Strategy, as described in the report and Appendix.

**Mike Ashworth**  
**Strategic Director – Economy, Transport and Environment**

## **APPENDIX: Derby City Local Plan Part 1: Draft Core Strategy**

### **Officer Comments**

#### **The Plan Period**

The Local Plan Part 1 – Draft Core Strategy (LPDCS) plan period from 2008 to 2028 is considered to be appropriate as it is broadly in accordance with Government advice in the National Planning Policy Framework (NPPF) and importantly is consistent with the plan periods proposed in the emerging Amber Valley and South Derbyshire Local Plans, which form the Derby Housing Market Area.

#### **Presumption in Favour of Sustainable Development**

This key requirement of the NPPF is appropriately reflected in the policies of the LPDCS.

#### **Housing Issues**

The proposed housing target of 12,500 dwellings is broadly supported as it is based on an extensive range of evidence including a Housing Requirements Study (HRS) and Strategic Housing Market Assessment (SHMA), and extensive collaborative working between the four Derby Housing Market Areas (HMA) authorities.

The broad distribution of housing growth is supported in principle, which seeks to accommodate the vast majority of the City's future housing needs within the urban area of the City, particularly on brownfield land and as Sustainable Urban Extensions to the south-east, south and south-west of the urban area, and therefore avoiding more environmentally sensitive areas of Green Belt, Green Wedge, the DVMWHS and Kedleston Hall Historic Park and Gardens. A higher housing target would be more likely to impact on these environmentally sensitive areas.

#### **Strategic Growth Sites**

Sixteen strategic housing sites are identified in the LPDCS to accommodate 7,200 dwellings. A number of these sites are cross boundary allocations with adjoining allocations identified in the South Derbyshire Local Plan Part 1 – Draft Core Strategy. Education officers from the County Council's Children and Younger Adults Department are currently engaged in ongoing discussions with officers of the City Education Authority about the future education provision implications of the cross boundary strategic sites, particularly the need for a new secondary school(s). Officers from the County and City Councils' Highways Authorities have also jointly commissioned transport modelling works to assess the highways impact implications of these sites on the strategic and local highway network.

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### **Green Belt and Green Wedges**

The policy approach to Green Belt and Green Wedges in the LPDCS is fully supported, which seeks to protect the Green Belt and Green Wedges in the City from development growth. The approach to Green Belt is based on the findings of the Derby Principal Urban Area Green Belt Review, which concluded that all areas of the Green Belt within and adjoining the City continue to perform effectively, the five Green Belt purposes, which are identified in the NPPF. None of the areas of Green Belt were considered suitable to accommodate new development. Similarly, the approach to Green Wedges is based on the findings of a Green Wedge Study. Historically, the County Council has been supportive of the designation of Green Wedges in the City through policies in the former Derby and Derbyshire Structure Plan and Derby City Local Plans.

### **Employment Issues**

Whilst the total employment land allocation of 199ha would significantly exceed the quantitative need identified in the Derby HMA Employment Land Review (ELR), the total land supply figure would accord with the principles set out in the NPPF to boost significantly economic growth. It would also help to facilitate the City Council's overall strategy for ambitious growth in the LPDCS. Focusing the provision of new employment land in and around the Derby urban area would be likely to support sustainable growth, reduce the level of out-commuting from the City, help attract high quality inward investment and help meet the City's wider employment needs.

### **Transport**

The County Council's Highways Authority officers have been working for some considerable time with Highways Authority officers of the City Council to consider the highways impact implications of the proposed future housing and employment growth within the City. This joint working has included the commissioning by both Highway Authorities of extensive transport modelling works for the Derby urban area and wider Derby HMA, which is currently ongoing.

Most of the strategic growth sites in the LPDCS are included in the transport modelling works being undertaken. Consequently, the County and City Highways Authorities have a reasonable level of understanding about the likely impact of future development growth upon the local and strategic highway network. Both Highway Authorities will continue to work with the relevant Local Planning Authorities (LPAs) to develop mitigation strategies to address this. These will include localised measures to achieve improvements in the road network together with more significant infrastructure requirements which could include a new South Derby Integrated Transport Link, identified in the LPDCS. Overall, therefore, from a transport perspective, County Council officers are supportive of the City Council's LPDCS.

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### **Gypsies and Traveller Issues**

The policy approach to Gypsies and Travellers is supported. The supporting text to Draft Policy CP8: Gypsies and Travellers, makes appropriate reference to the fact that a Gypsy and Traveller Accommodation Assessment (GTAA) update is currently being undertaken by consultants on behalf of the County Council and all the City, District and Borough Councils in Derbyshire. Policy CP8 is consistent with Government advice in Planning Policy for Traveller Sites (PPTS), which advises LPAs to use a criteria based policy to assess the future accommodation needs of Gypsies and Travellers where a GTAA is not up-to-date.

### **Retail and Leisure Comments**

The policy approach to assess retail and leisure developments is fully supported, which seeks to guide new retail and leisure development to the City Centre and other district centres. Minor wording amendments are suggested to the policy, however, to ensure that the vitality and viability of town and district centres in Amber Valley Borough, Erewash Borough and South Derbyshire District are fully protected from the impacts of any large-scale retail and leisure developments proposed within the City.

### **Landscape Comments**

The landscape comments fully support the spatial objectives and policies in relation to Green Infrastructure, Green Wedges and the desire to enhance the River Derwent Corridor. However, the comments identify the need for a consistent policy wording for the employment and industrial development sites on the River Derwent Corridor relating to the need to enhance the riverside landscape. The LPDCS also needs to consider the wider context for the River Derwent and countryside to the south and east of the urban fringe and embrace the Trent Valley Vision and Strategy.

### **Derwent Valley Mills World Heritage Site (DVMWHS)**

The policy approach is welcomed and supported as the LPDCS recognises the importance of the DVMWHS with a separate section and specific policy in the Plan. The policy appropriately recognises the Outstanding Universal Value (OUV) of the DVMWHS and importantly seeks to preserve, protect and enhance the special character, appearance and distinctiveness of the area in line with the DVMWHS Management Plan.

### **Infrastructure Comments**

#### **General**

The recognition in the LPDCS of the following requirements is fully supported:

- that new development will need to be accompanied by infrastructure and services and that this will require positive working with infrastructure providers and partners;

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- the need for new communications infrastructure to strengthen Derby's economy; and
- the need to develop a network of high quality, safe and accessible Green Infrastructure throughout the City.

### **Draft Policy CP1: Presumption in Favour of Sustainable Development and Cross Boundary Growth**

This draft policy is fully supported as it sets out the City Council's commitment to work jointly with neighbouring authorities and partners to ensure that new infrastructure required to serve new development will be delivered in a coordinated and timely manner, and that Section 106 Planning Obligations will remain a mechanism for delivering infrastructure. However, this policy could be strengthened by clarifying the role of Community Infrastructure Levy (CIL) and by the inclusion of supporting text that clarifies what infrastructure the City Council will seek to deliver via a CIL and what will be delivered by Section 106 Planning Obligations.

### **Draft Policy CP7: Affordable and Specialist Housing**

The draft policy approach requires developments of 15 dwellings or more to provide 30% affordable housing and 20% lifetime homes on the site. Although the policy is supported in principle, it is suggested that the supporting text to the policy should explicitly recognise the potential impact of the affordable and specialist housing requirement on the level of funding available for other infrastructure and the ability to provide the infrastructure that is critical to support the strategy.

### **Draft Policy MH1: Delivering Infrastructure**

The draft policy and supporting text are welcomed and supported as it commits the City Council to securing funding from new developments towards infrastructure provision, including strategic projects, using a full range of delivery mechanisms. However, the policy could be greatly improved by setting out exactly what items of infrastructure are required and seen as critical to delivery of the Local Plan and clearly stating how that infrastructure will be funded and delivered.

### **Green Infrastructure Comments**

Concern is expressed that the LPDCS does not identify the strategic network of off-road paths and trails that cross the City and link to the rest of the County. This should be addressed and included in the next stage of the Local Plan.

### **Community Facilities – Education Provision**

The LPDCS states that a number of Derby's Primary and Secondary Schools are at capacity with little scope for extension. The LPDCS's Vision seeks to deliver new schools (or extensions to existing schools), including a new secondary school(s) in the City or South Derbyshire, to serve housing growth

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in and on the edge of the City. Draft Policy CP21 seeks to secure these improvements to school provision. Specific requirements for extensions to existing schools or new schools are set out in the individual strategic site policies and the Derby City Infrastructure Delivery Plan.

This policy approach is welcomed and supported. Education officers from the County Council's Children and Younger Adults Department have been working together with Education officers of the City Council and officers of SDDC to develop a strategy to provide additional school capacity to accommodate proposed future housing growth, particularly on the southern fringe of Derby.