

DERBYSHIRE COUNTY COUNCIL

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

3 December 2013

Report of the Acting Strategic Director – Environmental Services

**CONSULTATION ON SOUTH DERBYSHIRE DRAFT LOCAL
PLAN – PART 1**

(1) **Purpose of the Report** To agree the County Council's response to South Derbyshire District Council's (SDDC) public consultation on its South Derbyshire Draft Local Plan – Part 1 (SDDLPL).

(2) **Information and Analysis** The SDDLPL sets out the overall vision, key issues and spatial objectives proposed for the District up to 2028. It includes draft strategic policies for its future sustainable growth, particularly for housing, employment and key infrastructure. Twenty strategic housing allocation sites and five strategic employment sites are identified to accommodate most of the District's future housing and employment needs.

Following further consultation on its Local Plan (Publication Version) in early 2014, SDDC will submit it to the Secretary of State with an Examination in Public expected next summer. Then, SDDC will prepare detailed development management policies, smaller scale housing allocations and environmental designations and areas in Part 2.

The overall strategy in the SDDLPL is one of ambitious growth. South Derbyshire has been one of the fastest growing Districts in the country in the last decade (based on 2011 Census). Its population is forecast to increase by 28,000 from 95,000 in 2011 to 123,000 in 2035. To meet the needs of this projected population growth, the SDDLPL seeks to provide 13,454 new dwellings between 2008 and 2028. Land is identified to accommodate 12,404 of these dwellings, including 9 strategic housing allocation sites located on the fringe of the urban area of Derby, 6 sites in and around Swadlincote and 5 sites in and around 5 of the larger villages. The SDDLPL identifies a requirement for 53 hectares (ha) of new employment land up to 2028, although 54 ha is already available or committed. Green Belt policies seek to maintain the 2 areas of Green Belt in the north-east and south-west of the District except for minor amendments proposed to its extent around Boulton

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Moor. The Woodville Regeneration Area is identified as a key area for regeneration supported by the Swadlincote Regeneration Route. Two potential new highway schemes include the Swadlincote Regeneration Route and the South Derby Integrated Transport Link, for which land will be safeguarded. These schemes would be funded by developer contributions.

The SDDLDP indicates that most of the larger strategic housing sites will require new or expanded primary school provision. In addition, the larger urban extension strategic sites on the fringe of southern Derby will require a new secondary school to serve both Derby City and South Derbyshire housing growth. Special protection and enhancement policies are included for the National Forest and River Mease Special Area of Conservation. The SDDLDP also sets out specific growth strategies for 11 separate 'places'. It can be viewed at:

http://www.south-derbys.gov.uk/planning_and_building_control/planning_policy/local_plan/local_plan_part1/draftlocalplan_part/default.asp

Local Member Comments

County Councillors with electoral divisions in South Derbyshire District, Amber Valley Borough and Erewash Borough were consulted.

Councillor Rob Davison, Local Member for Aston and Chair of the South Derbyshire Local Area Committee (LAC), commented:

"I do hope that the report to Councillor Dixon will take account of the discussion about the Local Plan at the South Derbyshire LAC on 16 October. Although the Committee did not make a formal report, a lot of concerns were raised about the volume of housing, the location of the housing, the lack of secondary school places, the provision/timing of additional primary places, highway infrastructure and public transport. I do not recall any internal disagreement among the County Councillors as I think we all had local concerns, all of which need solutions. If there was an issue raised by one Member please treat it as a shared concern."

For me the fundamental flaw is that welding on layers of housing to the south of Derby is predicated on new residents living their lives socio-economically connected toward the City but that highway capacity would be addressed by running a road east to west (between the A50 and Wragley Way) with no south to north additional capacity.

From the south, Stenson Fields can only be accessed by 2 narrow single track canal bridges. To the north, you can only get from Stenson Fields to Derby by two roads. One is over the single track, traffic light operated Stenson Road Railway Bridge, the other is Grampian Way/Sinfin Lane which already sees nose to tail traffic at traditional rush hours and at Rolls-Royce shift

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changeovers. It is ironic that the east - west road's first stage would end at Stenson Road thereby adding to (rather than relieving) the volume of traffic queuing to cross Stenson railway bridge.

Equally, a) the old A6 taking traffic from Boulton Moor, Aston, Weston and Shardlow towards Derby; and b) the road from the Bonnie Prince carrying Melbourne traffic towards Derby are also both nose to tail. Although I accept that the proposed road from the Bonnie Prince to Wilmore Road will help Rolls-Royce staff, drivers going further towards Derby will join the existing congested road network.

I recognise that Councillor Dixon has to take a strategic, County-wide perspective on the proposed SDDL and therefore I do not expect our LAC's views to simply be passported. However, I am keen that the new LACs are able to grow a value-adding role as a collective voice on issues of importance to local people.

I would like to record my thanks to our own officers and to the 2 SDDC officers who attended. The LAC also decided that we would re-discuss the Local Plan in light of developments in early 2014."

County Councillor Patten, Member for Hilton, wishes to register concern regarding the effects of the increased housing within South Derbyshire and in particular her own division. Her main areas of concern are lack of secondary school places and the confirmation from John Port School that there are no further places. Wellbrook Medical Centre in Hilton has, she believes, closed its list.

Councillor Paul Dunn, Member for Swadlincote, commented that the completion of the Woodville Regeneration Route would open up land for both jobs and housing.

Officer Comments

Since 2009, the County Council has worked with SDDC, Amber Valley Borough and Derby City Councils on preparation of and evidence for their Local Plans through the Derby Housing Market Area Joint Advisory Board, Core Strategy Coordination Group and officer groups.

The planned scale and distribution of economic and housing growth proposed in the SDDL is broadly supported, including the principle to protect existing employment land and sites and the long established principle to contribute towards meeting Derby City's housing needs in the north of the District. In addition, the policy approach to planning for the infrastructure and service delivery requirements of this planned growth is broadly supported. Policies on protection of Green Belt, with two minor boundary amendments, and landscape character are supported. There remain, however, strategic

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infrastructure issues that require further evidence, transport modelling and cooperative working between the County Council and SDDC, particularly relating to highway and transport impacts, education provision needs and other requirements. It is also recommended that SDDC includes criteria based policies for business and agricultural development in rural areas, and for town centres and retail developments in order to be consistent with the National Planning Policy Framework (NPPF). More detailed Officer comments are given in the Appendix. Informal Officer comments were made to SDDC to meet the consultation deadline of 15 November 2013.

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

(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 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 2110 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 South Derbyshire District Council on its South Derbyshire Draft Local Plan – Part 1, as described in the report and Appendix with additional Technical Officer comments as appropriate.

Mike Ashworth
Acting Strategic Director – Environmental Services

Appendix: Officer Comments on South Derbyshire Draft Local Plan – Part 1

Housing Issues

Housing Provision: The proposed District housing target of 13,450 dwellings is appropriate and justified by the wide range of supporting evidence and potential availability of suitable land for housing development, following a high level of collaborative working between the County Council and the three Housing Market Area (HMA) councils. A higher housing target, in requiring considerable more land, would be likely to impact more significantly on greenfield and Green Belt land.

Housing Growth Distribution: The broad distribution across the District is supported in principle subject to the resolution of highways impact and education provision matters. It has been a long established principle in planning for housing growth in South Derbyshire that significant levels of housing would be provided in the north of the District, on the periphery of Derby, to contribute towards meeting the City's needs. The continuation of this principle in the SDDLDP is appropriate and justified as it provides for a sustainable pattern of development. It would also meet the requirement in the National Planning Policy Framework (NPPF) for local planning authorities (LPAs) to meet fully the objectively assessed housing needs of their area and adjoining areas where required.

Strategic Housing Sites: It is premature at this stage to comment on the acceptability of the 20 strategic housing sites given that extensive transport modelling works, collection of further evidence and officer discussions between the County Council and SDDC on the infrastructure planning and service delivery implications of these sites are still on-going. See also comments on Highways and Infrastructure Planning below.

Gypsies and Travellers: There is a criteria based policy to assess planning applications for traveller sites, which is broadly supported and consistent with the requirements of national Planning Policy for Traveller Sites 2012. When completed, the update of the Derbyshire Gypsy and Traveller Accommodation Assessment 2008 will provide SDDC with evidence to assess the future accommodation needs of the travelling community.

Economic Growth and Regeneration

Employment Land/Economic Development: The policy approach is supported to provide 53 hectares of new employment land and protect existing employment land and sites in principle. This approach is justified by an extensive range of supporting evidence, particularly an updated HMA Employment Land Review.

Strategic Rail Freight Interchange (SRFI): The inclusion of a criteria based policy is justified and supported to assess any future proposals for a large

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scale SRFI development in the District. This is important as there is developer interest in the potential development of a SRFI on land at the junction of the A50 and A38.

The Rural Economy: The SDDLDP does not include any specific or general policies for the assessment of business or agricultural development in rural areas. It is recommended that such a criteria based policy is included. This would make the SDDLDP consistent with the requirements of paragraph 28 of the NPPF, which requires development plans to include planning policies to support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.

Town Centres: The SDDLDP does not include any specific policies for town centre and retail developments or for the assessment of such development in the planning application process. SDDC is recommended to address this important omission by including an appropriate criteria-based policy, which aims to focus new retail development within the town, district and local centres; and includes the two key sequential and retail impact policy tests in the NPPF for developments outside town centres. The inclusion in the SDDLDP of a retail hierarchy based on the scale, role and function of centres in the District would also be beneficial.

Green Belt

The general approach to Green Belt policy and proposals for two minor boundary amendments to the Green Belt around Boulton Moor are supported, based on a Review of the Derby Principal Urban Area (PUA) Green Belt in 2012. The Review identified the area of Green Belt around Boulton Moor as worthy of consideration for potential amendment to its boundaries given the development of the A6 Spur and A50 highways since the 1990s and a few anomalies in its current boundaries.

Landscape

The policy approach to landscape and landscape character is fully supported subject to a number of minor wording amendments.

Highways

Most of the strategic housing allocation sites on the fringe of the Derby PUA are included in the transport modelling currently being undertaken by consultants. The County and City Highways Authorities will continue to work with the relevant LPAs to develop mitigation strategies to address the highways impacts of the sites. New highways infrastructure will be required to mitigate these impacts, which could include a South Derby Link Road and South Derbyshire Integrated Transport Link.

Outside the Derby PUA, it is disappointing that there is insufficient information about transport related issues and little development of the transportation evidence, particularly identification of transport infrastructure needs. The

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construction of a Swadlincote Regeneration Route would relieve traffic congestion and environmental problems at the A511 / A514 Clock Island roundabout. At the current time, however, no evidence has been provided regarding the feasibility, deliverability or impact of the scheme over the wider network or its environmental impact. It is also important that travel plans are provided for all strategic housing allocation sites.

Infrastructure Planning and Service Delivery

The policy approach to planning for the infrastructure and service delivery requirements of the planned growth is broadly supported.

SDDC's intention to prepare a new Planning Obligations Supplementary Planning Document (SPD) and introduce and operate a Community Infrastructure Levy (CIL) Charging Schedule to secure funding towards new infrastructure is strongly supported. It is welcomed that the SDDLDP refers to the fact that housing growth in and around Swadlincote and the villages will require expanded and / or new school facilities at both primary and secondary level, and recognises the need for further discussion with the County Council. Similarly, the SDDLDP makes appropriate reference to the fact that new housing growth in the Derby PUA will require a new secondary school with capacity of up to 2,000 pupils to be provided to the south of Derby either within the administrative area of Derby City or South Derbyshire. Discussions between the County Council and City Council Education Authorities and local schools regarding the delivery of an additional secondary school are on-going, but this is the current agreed position between both Education Authorities.

SDDC is asked to take into account:

- the potential impact of the proposed requirement for up to 40% affordable housing to be provided in new housing schemes on the level of funding available to fund other infrastructure;
- the need for the SDDLDP's policies to support the delivery of extensions to the Derbyshire Greenway network and safeguard land within the strategic housing allocation sites to facilitate development of the Greenway network;
- the need for a new household waste recycling centre (HWRC) to be provided in the District and a requirement for developers to contribute to its provision;
- the need for the strategic housing allocation policies to include a requirement for the design of development proposals to enable the provision of high-speed broadband services in support of the Digital Derbyshire Programme.

It is considered that the infrastructure requirements have been appropriately identified and included within the individual policies for the 20 strategic housing allocation sites, particularly relating to their implications on the need for primary and secondary school place provision in the area.