

# 7

# SUSTAINABLE DEVELOPMENT

## Introduction

- 7.1 The UK Government, through the Climate Change Act (2008) has pledged to cut carbon dioxide emissions by 80% in 2050 when compared with 1990 emissions. In order to achieve this challenging target government, businesses and individuals will need to work together to reduce the amount of energy we use and increase the amount of energy we generate from low and zero carbon sources.
- 7.2 Although many people have sought to improve the efficiency of their existing homes and businesses, the government is keen to ensure that new buildings are constructed to higher standards in the future in order that occupants will be able to use less energy and emit less greenhouse gases. This is shifting greater costs and responsibility onto developers and it is likely that some of the increase in the cost of building to higher energy efficient standards (estimated by the government at being between £3,000 and £8,000 per house) will be passed on to the customers purchasing properties.
- 7.3 In July 2007 the Government's Building a Greener Future: Policy Statement announced that all new homes would be zero carbon from 2016. In December 2008 the Government published Definition of Zero Carbon Homes and Non-Domestic Buildings Consultation which proposed an approach to deliver low carbon buildings (accepted in July 2009) based on:
- Improved energy efficiency
  - A minimum level of carbon reduction to be achieved by the use of on-site (or near-site) Low and Zero Carbon (LZC) Technologies
  - 'Allowable solutions' (for example, off-site renewable electricity via direct physical connection, and exports of low carbon or renewable heat to surrounding developments)
- 7.4 The Government also requires that all new non-domestic buildings should be zero carbon from 2019 (with earlier targets for schools and other public buildings).
- 7.5 The targets for achieving zero carbon in buildings will be achieved via changes to the Building Regulations in 2013 and 2016 (2019 for commercial buildings)

## Amenity and Environmental Performance

### Policy SD1 Amenity and Environmental Quality

- A The Council will support development that does not lead to adverse impacts on the environment or amenity of existing and future occupiers within or around proposed developments.**

**The Council will take into consideration the following:**

- i) The potential for development to affect surface and ground water quality and its potential to affect the long term delivery of water quality standards set out in the Water Framework Directive or Habitats Directive;**
- ii) The potential for development to affect designated Air Quality Management Areas (AQMAs).**
- iii) The need for a strategic buffer between conflicting land uses such that they do not disadvantage each other in respect of amenity issues, such as odours, fumes, or dust and other disturbance such as noise, vibration, light or shadow flicker.**

## **Explanation**

- 7.6 A key objective of the South Derbyshire Local Plan is to sustainably manage growth so that it avoids harmful effects on the amenity of existing and future occupiers and to nearby properties. Important within this is working alongside other agencies.
- 7.7 The stewardship of the natural environment is key to sustainable development and the Local Plan has a role in safeguarding land, air and water resources which could be negatively affected by development. Similarly, the Plan has a key role in safeguarding the amenity of future occupiers, or properties near to development, as well as the wider area.
- 7.8 Where development could have amenity impacts on either the natural environment or on local residents, the Council will seek appropriate mitigation or compensatory measures secured through conditions or planning obligations.

## **Policy SD2 Flood Risk**

- A When considering development proposals in South Derbyshire, the Council will follow a sequential approach to flood risk management, giving priority to the development of sites with the lowest risk of flooding. The development of sites with a higher risk of flooding will only be considered where essential for regeneration or where development provides wider sustainability benefits to the community that outweigh flood risk.**
- B Development in areas that are identified as being at risk of flooding will be expected to:**

- i) Be resilient to flooding through design and layout;
  - ii) Incorporate appropriate mitigation measures, such as on-site flood defence works and/or a contribution towards or a commitment to undertake and/or maintain off-site measures;
  - iii) Not increase flood risk to other properties or surrounding areas; and
  - iv) Not affect the integrity or continuity of existing flood defences
- C** Suitable measures to deal with surface water will be required on all sites in order to minimise the likelihood of new development increasing flood risk locally. Any developments that could lead to changes in surface water flows or increase flood risk should be managed through the incorporation of Sustainable Drainage Systems (SUDS), which mimic natural drainage patterns, unless this is not technically feasible, or where it can be demonstrated that ground conditions are unsuitable for such measures.
- D** The Council may require developers to restore culverted watercourses within regeneration or development sites to a natural state (i.e. break the channel out of culvert, remove redundant structures, replace/improve existing structures to a restored watercourse profile) in order to reduce flood risk and provide local amenity and/or ecological benefits.
- E** To contribute to the enhancement of watercourses in accordance with the objectives of the Water Framework Directive, developers will be expected to work with the regulating authorities to develop watercourse restoration schemes.
- F** Proposals for flood management or other infrastructure offering improvements that lower the risk of flooding will be supported, subject to the proposal having no other adverse effects on local amenity and/or flood risk elsewhere. Where new flood related infrastructure is proposed opportunities for delivering environmental improvements including biodiversity gain and green infrastructure delivery should be fully considered by those delivering the project.

## Explanation

- 7.9 Within South Derbyshire around one fifth of the district is at flood risk. In total more than 6,500 homes and businesses are located in areas of high and moderate flood risk and climate change could increase the number of properties at risk.

- 7.10 There are many causes of flooding including river (fluvial) flooding, surface water run-off (pluvial) flooding together with flooding from sewers and drains, culverted watercourses, groundwater, as well as through breaching/overtopping of flood defences and from artificial sources such as canals and reservoirs. The risk of flooding can never be totally removed, however through good planning, management and use of sustainable flood mitigation and drainage approaches, the risks and consequences of flooding in many areas can be reduced.
- 7.11 The effect of flooding on development, and the impact which new development may have on flood risk, is an important issue in making land use decisions. The Council's Strategic Flood Risk Assessment (SFRA) defines the Flood Zones for South Derbyshire and provides the necessary evidence to support the application of the sequential approach when allocating sites through the Local Plan and in considering applications for planning consent.
- 7.12 The risk of flooding has informed the spatial strategy for the District, which proposes to locate development predominantly in areas with a low risk of flooding and avoid further greenfield development within the functional floodplain or areas at flood risk.
- 7.13 Planning applications for development proposals of 1 hectare or greater in Fluvial Flood Zone 1 and all proposals for new development located in Fluvial Flood Zones 2 and 3 will be accompanied by a site specific Flood Risk Assessment (FRA). This should identify and assess the risks of flooding from all sources to and from the development and demonstrate how flood risk will be managed and where possible reduced by the careful design and layout of development proposals. For major developments in Flood Zone 1, the FRA should identify opportunities to reduce the probability and consequences of flooding. The Council will also expect flood risk assessments to be prepared where there is clear evidence that proposals could be affected by surface water flooding or could increase flood risk elsewhere.
- 7.14 The development of sites with a higher risk of flooding will be considered where development is necessary to deliver wider sustainability objectives, for example, the essential regeneration of a previously developed site, or to support the maintenance or improvement of flood management infrastructure to communities affected by high levels of flood, for example development in Hatton. In such instances the District Council will undertake the 'Exceptions Test' as set out in the National Planning Policy Framework and associated technical guidance and will seek to work closely with the Environment Agency and the Lead Local Flood Authority (Derbyshire County Council) in order to ensure that appropriate measures to reduce flood risk locally are secured.

- 7.15 New development should minimise the risk of flooding to people, property and the Environment. Development can help to mitigate and manage flood risk through the incorporation of Sustainable Drainage Systems or SUDS. These systems may include surface water storage areas, flow-limiting devices, infiltration areas or soakaways.
- 7.16 The Council will seek to support proposals for flood risk management schemes brought forward during the life of the Plan which reduce flood risk for local communities and contribute towards other strategic objectives set out within the Local Plan. The District Council will work with the Environment Agency and other stakeholders to identify funding opportunities and develop flood risk management schemes and infrastructure wherever possible.

## **Delivering sustainable water supply, drainage and sewerage**

### **Policy SD3 Sustainable Water Supply, Drainage and Sewerage Infrastructure**

- A The Council will work with Derbyshire County Council, Water Companies, Developers, and other Authorities and relevant stakeholders to ensure that South Derbyshire's future water resource needs, wastewater treatment and drainage infrastructure are managed effectively in a coordinated manner by:**
- i) Ensuring that adequate water supply, sewerage and drainage infrastructure needed to service new development is delivered in tandem with identified growth;**
  - ii) Supporting activities by the Water Companies to reduce demand for water and in turn suppress sewerage and discharge effluent volumes by ensuring that water consumption is no more than 110 litres per person per day (including external water use) as estimated using the Water Calculator methodology<sup>1</sup> or all water fittings do not exceed the performance set out in table XX below;**
  - iii) Working with the County Council (as lead Local Flood Authority and SUDS Approval Body) to ensure new developments incorporate sustainable drainage schemes that reduce the demand for potable water supplies and mimic natural drainage, wherever practicable. In bringing forward SUDS, as a means of managing surface water run-off, developers will be expected to design schemes to improve river water quality and reducing pressure on local drainage infrastructure and deliver biodiversity gain on sites;**

**iv) Ensuring that all relevant developments within the catchment of the River Mease, support the delivery of the River Mease Water Quality (Phosphate) Management Plan, by means of financial contribution, in order that the unmitigated addition of phosphorous does not lead to deterioration of the Mease Special Area of Conservation.**

**B Foul flows generated by new development will be expected to connect to the mains sewer. Only where a connection to the mains sewer is not technically feasible (given the nature and scale of proposals) will discharges to package treatment works, septic tanks or cess pits be permitted. Developments that utilise non-mains drainage will only be permitted where proposals do not give rise to unacceptable environmental impacts.**

**C Surface water from new development will be expected to be managed using SUDS; discharge to watercourse; or connection to surface water mains sewer. Only where these options are not technically feasible and in consultation with Water Companies, will surface water discharges to a combined sewer be permitted.**

## Explanation

- 7.17 According to the Environment Agency the quality of our water environment has improved in recent years. However, the Water Framework Directive requires water in our rivers, canals, lakes and underground sources to meet even higher quality standards in the future.
- 7.18 Meeting tighter water quality targets will be challenging in the face of supply and demand uncertainties associated with climate change and housing and employment growth over the plan period. Planning Authorities have a key role to play in supporting the Environment Agency, Water Companies and local communities to meet these Water Framework Directive targets tougher water quality targets.
- 7.19 Future housing and employment growth, coupled with anticipated reductions in water output and availability as a result of climate change within their Strategic East Midlands Water Resource Zone has led Severn Trent Water (STW) to conclude in its current and emerging Water Resources Management Plan (WRMP) that without demand management there would be insufficient water available to meet identified demand by the end of the Plan period. STW considers that Local Authorities will play a key role in supporting its demand management strategy. Most communities in South Derbyshire are supplied by Severn Trent.
- 7.20 South Staffordshire Water supplies a number of smaller villages in the southern part of the District together with homes and businesses in

Hilton, Repton, Etwall, Willington, and Findern. There is less pressure on water resources in this area. However, villages located to the north of Burton upon Trent are supplied by reservoir/storage tanks at Winshill and Outwoods. Future growth in Burton upon Trent is likely to increase pressure on these reservoirs and as such additional growth in South Derbyshire to the north of Burton will also add to the demand for local storage and supply. In addition, much of the southern part of the District falls within the catchment for the River Mease which is at saturation point for receiving effluent flows, whilst sewage treatment works at Milton (which serves Willington and Repton) and Findern are currently operating above their consented capacity.

- 7.21 As such, whilst water resources available within the South Staffordshire Water Resource Zone could meet demand as a whole, local infrastructure and environment constraints summarised above justify the need for suppressing water demand (and hence waste water discharges) across communities in this water resource zone also.
- 7.22 In light of this the Council will require that all new homes in South Derbyshire will be constructed to ensure that water use is no more than 110 litres per person per day (including external water use) as estimated using the Water Calculator methodology or all water fittings do not exceed the performance set out in table XX overleaf:

**Table XX Local Water Requirements (based on water fittings)**

<b>Water Fitting</b>	<b>Additional Local Level</b>
WC	4/2.6 litres dual flush
Shower	8 litres/minute
Bath	170 litres
Basin Taps	5 litres/minute
Sink taps	6 litres/minute
Dishwasher	1.25 litres/place setting
Washing Machine	8.17 litres/kilogram

- 7.23 Many recent large-scale developments within South Derbyshire have incorporated Sustainable Drainage Systems or SUDS. However these systems usually consist of a piped drainage system which discharges to a large retention basin, which allows a controlled volume of water to discharge to a local watercourse. Whilst such systems are useful in dealing with flood risk and reducing pressure on the local sewerage network, they often do little reduce the need for potable water demand; improve water quality and tackle diffuse pollution; contribute towards ground water recharge or significantly improve biodiversity and amenity.

- 7.24 The Flood and Water Management Act (2010) designates the County Council as the 'Lead Local Flood Authority' in Derbyshire. One of the new statutory duties for the County Council is to become a SUDS Approval Body (SAB). They will be responsible for determining SUDS applications for new developments and adopting and maintaining the appropriate schemes. The District Council will work with Derbyshire County Council to secure effective Sustainable Drainage Schemes and appropriate management in new development.
- 7.25 The River Mease is a Special Area of Conservation (SAC) protected under European law due to the importance of the species and habitats it supports.
- 7.26 Historic survey work carried out by the Environment Agency revealed that the quality of the water in the river was poor, mainly due to high phosphorous levels. As a precaution against increasing phosphorous levels, between 2009-2013, new development within the River Mease Catchment was restricted, leading to delays in planning applications and a knock-on effect on the local economy.
- 7.27 South Derbyshire, together with other neighbouring Authorities (Lichfield District Council and North West Leicestershire District Council) has agreed a scheme, which will ensure that the integrity of the site is not put at risk as a result of further development. Under the new scheme, housebuilders will have to make a financial contribution where they seek to build new homes which discharge to the mains sewer in Overseal, Netherseal, Lullington and Smisby.
- 7.28 The contribution will depend on the number of properties built, their size and the water efficiency of each new home. Commercial developments will also be expected to pay a contribution dependent on the size and scale of the development proposed.
- 7.29 Contributions will be used to undertake a number of actions to reduce phosphorous levels thereby ensuring that new development does not lead to deterioration in water quality, or cause a net increase in phosphorous levels.
- 7.30 In many rural parts of the District, it is not always possible for new or existing development to connect to the mains sewer network. However a proliferation private foul water treatment plants could increase diffuse pollution and lead to a deterioration in water quality. This in turn could undermine efforts to achieve Water Framework Directive targets in the District's ground and surface waters as set out in the Humber River Basin Management Plan. As a result the Council will seek to ensure that small scale developments, such as single dwellings, connect to the mains sewerage system, where these are located within 30m of the sewer. For larger developments the Council will seek mains connection on a case by case basis where developments are based more than 30m from a sewer.

7.31 However in many rural locations the costs of connecting to the foul sewer can be prohibitive, especially for small isolated developments located some distance from the nearest mains sewer. Where it can be demonstrated to the satisfaction of the Council and the Environment Agency that connection to the foul sewer is not technically feasible or financially viable the Council will pursue drainage options in the following order:

- Discharge to package treatment plants
- Discharge septic tanks
- Discharge to cess pit

7.32 Discharges to cess pit will only be permitted in exceptional circumstances where it can be demonstrated that other non-mains drainage solutions are inappropriate or could lead to significant environmental effects. This is because cess pits require ongoing emptying by tanker and where this doesn't happen in a timely manner the likelihood of a pollution incident can be high.

## Contaminated Land, Land Instability and Mining Legacy Issues

### Policy SD4 Contaminated Land and Mining Legacy Issues

- A Planning permission for development on land which is known to comprise made ground or which is unstable, contaminated or potentially contaminated, will only be granted where the applicant has demonstrated through appropriate investigations, that the scheme will incorporate any necessary remediation measures to protect human health and/or the natural environment.**
- B The Council will work with Developers, the Environment Agency, Natural England and the Coal Authority and other relevant Authorities and organisations to bring forward the regeneration of derelict, unstable or contaminated sites and investigate options for the sustainable management of rising mine water levels within the South Derbyshire Coalfield.**

### Explanation

7.33 The presence of contamination can affect or restrict the use of land but development can address the problem for the benefit of the wider community and bring the land back into beneficial use. The presence of instability in land can also be a concern and when new development is proposed it is necessary to ensure that new buildings and their surroundings are safe for future occupiers and other users.

- 7.34 Within South Derbyshire there are many areas affected by contamination, land instability or mining legacy issues. These areas tend to be sites used historically for industry, including manufacturing; coal mining and other mineral extraction. Occasionally however contamination can arise from natural sources. Similarly, instability may have various causes but in South Derbyshire key concerns relate to extensive areas of recorded mining activity in the South Derbyshire Coalfield around Swadlincote. Whilst most past mining is benign in nature, potential public safety and stability problems can be triggered and uncovered by development activities.
- 7.35 In assessing whether land contamination or instability is an issue to be taken into account when a planning application is submitted, the Council will have regard to a range of information sources including information provided by developers and third parties, and the advice of the Coal Authority. In the case of development where the use would be particularly vulnerable to contamination (such as new homes with gardens and schools) evidence will always be required to establish whether there is any contamination, which will need to be addressed.
- 7.36 Closure of deep mines in the South Derbyshire Coalfield (which also covers a large part of north western Leicestershire) during the late 1980s and early 1990s was accompanied by the switching off of minewater pumps. This has led to the recovery of minewater levels in the area, which is typical of many other former mining areas across the country.
- 7.37 As water levels recover, metals may be leached from former workings. The potential consequences of this recovery are contamination of local watercourses by surface discharges of minewater and possible contamination of ground water.
- 7.38 The Coal Authority is responsible for managing the liabilities and legacies of coal mining. The Coal Authority has commissioned investigations into minewater rebound in the South Derbyshire Coalfield and is currently investigating development solutions centered on controlling water levels by the abstraction and treatment of minewater. It is currently unclear whether there will be a need for action to ensure that rising minewaters do not affect the natural environment of South Derbyshire but if action is required the District Council will work constructively with the Coal Authority, UK Coal, the Environment Agency and others to ensure that water courses and ground waters are protected.

## Minerals Safeguarding

### Policy SD5 Minerals Safeguarding

- A** The Council will consult the Minerals Planning Authority (Derbyshire County Council) on any planning applications for non-minerals development which fall within the boundary of a minerals safeguarding area.
- B** The Council will not permit other development proposals in mineral safeguarding areas where they might sterilise economically workable mineral deposits, except where development conforms with the criteria set out in the minerals safeguarding policy included in the Derbyshire Minerals Local Plan.
- C** Within South Derbyshire extensive minerals resources are located along the Trent Valley (sand and gravel) and within the South Derbyshire Coalfield. The Local Plan has a key role in helping to safeguard commercially viable minerals resources and ensuring that new development does not lead to the sterilisation, or prejudice the future working of, important mineral reserves.

### Explanation

7.39 Minerals are essential to support sustainable economic growth. It is important that there is a sufficient supply of material such as sand and gravel, coal and fireclay to provide the infrastructure, buildings, energy and goods that the country needs. However minerals are a finite resource and can only be worked where they are found and there is a need to ensure that resources are not sterilised by new developments.

## Sustainable Energy and Power Generation

### Policy SD6 Sustainable Energy and Power Generation

- A** The Council will support renewable and other energy developments and ancillary buildings or infrastructure subject to the following considerations:
  - i)** that the environmental effects of the proposal have been appropriately considered and schemes will not give rise to unacceptable impacts on landscape or townscape character, ecology, the historic environment or cultural heritage assets.
  - ii)** that proposals will not give rise to unacceptable impacts on local amenity, or give rise to safety concerns, as a result of

**noise, shadow flicker, electromagnetic interference, emissions to the air or ground, odour or traffic generation and congestion.**

- B Developers promoting biomass will be expected to demonstrate that biofuels will be procured from sustainable sources. Where generators propose to source wood fuel or other biomass from outside The National Forest, the applicant will be expected to locate biofuels sequentially considering fuels from regional sources, followed by the UK and international markets. Where fuels are sourced from outside the region, generators will be expected to demonstrate that no sequentially preferable fuel supply exists which is available, cost effective or meets the necessary specification.**
- C Any new generating plant capable of producing heating or cooling as well as electricity will be expected to be designed and located in a way that facilitates the future connection to a local distributed energy system. Large scale commercial and residential development close to Willington and Drakelow will be expected to consider opportunities for utilising waste heat for District heating and cooling.**
- D Additional energy generation capacity, ancillary infrastructure and carbon capture facilities at the Drakelow and Willington Power Station sites will be supported where it can be demonstrated that development will not give rise to unacceptable amenity and environmental effects as set out above.**

## **Explanation**

- 7.40 The development of new energy infrastructure (renewable or otherwise) is generally supported by national planning policy as around one quarter of the UK's energy plant capacity will close as existing power stations reach the end of their design life, or are forced to close to meet European emissions targets over the next few years. However Government guidance also recognises that energy installations need to be appropriate in terms of location and design and considered on a case-by-case basis. As such whilst the Council recognises the need to have a presumption in favour of development of renewable and other energy infrastructure development, this needs to be balanced against wider environmental and social considerations in order to ensure that the negative impacts of new development do not outweigh the broader benefits that energy installations bring.
- 7.41 In respect of Biomass generation the Council recognises that the National Forest can play a key role both in terms of contribution of wood fuel and helping to stimulate wood fuel and biomass markets locally. The Council will seek to encourage developers wishing to

develop biomass installations to use locally sourced biofuels unless it can be demonstrated to the satisfaction of the Authority that local fuels are unable to meet, or part meet the operational needs of the installation. Where fuels are procured from outside of the east or west midlands region, operators will be expected to demonstrate to the Council that biofuels are sourced from as close to the installation as practicably possible.

- 7.42 Energy consumed for heating accounts for nearly half of total UK final energy consumption and nearly four-fifths (78 per cent) of energy use outside the transport sector. In generating electricity many modern power stations waste large quantities of heat, which is often seen as a cloud of steam rising from cooling towers. Even in modern power stations such as those proposed at Willington or Drakelow, the efficiency of the plant is seldom above 50% and by using waste heat the efficiency of power plants can increase to as much as 80%.
- 7.43 Wherever possible, the Council will seek to ensure that new power stations are designed and located where low-grade waste heat can be utilised for heating or cooling local businesses and homes. Developers will be expected to identify any local opportunities for the utilisation of waste heat and design schemes in a manner which enables the connection and distribution of usable heat to existing or future development should opportunities arise.
- 7.44 Similarly, subject to already consented power stations being built in Drakelow and Willington, it is likely that significant volumes of waste heat could be available for heating and cooling local homes and businesses. All new large-scale development within 5km of proposed power station sites will be expected to fully investigate opportunities for using waste heat.
- 7.45 In respect of the proposed power station sites at Drakelow and Willington the Council accepts that these sites will generate significant investment and will create jobs both during their construction and operation. Once developed the Council will support future proposals for development within the sites of existing power stations for additional and ancillary energy infrastructure or carbon capture and storage needed to support the on-going operation of the sites, subject to any plans conforming with this and other policies set out in this Plan.
- 7.46 The Government has recently extended permitted development rights so that planning applications need no longer be submitted to the Council for many types of small scale renewable or low carbon energy or heat generation technologies. Where planning permission is required the Council will support the development of small-scale renewable and low carbon energy generation subject to proposals complying with this and other policies set out in the Local Plan including those which seek to protect local landscape and cultural heritage features.

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# 8

# NATURAL AND BUILT ENVIRONMENT

## Introduction

- 8.1 South Derbyshire is predominantly a landscape of compact villages set in farmland and parkland. Historic estate parklands, often annexed to villages, play a large role in local distinctiveness. Tree planting within the National Forest is changing the rural appearance in the southern part of the District.
- 8.2 There are some settlements which owe their existence to non-agricultural industry, or have been heavily influenced by it. Melbourne became a minor centre for framework knitting and textiles from the 1760s and at Shardlow a new settlement was established by the coming of the Trent and Mersey Canal. Swadlincote became a globally important sanitaryware pottery town in the 19<sup>th</sup> century.
- 8.3 The varied local distinctiveness of the District's villages is often a reflection of the period when the local economy was most thriving. At Swadlincote, for instance, the buildings reflect the late 19<sup>th</sup> and early 20<sup>th</sup> centuries when the sanitaryware and heavy clay industries were at their height. At King's Newton, the main street of timber framed and stone houses recalls the 17<sup>th</sup> century when it was a settlement of relatively prosperous yeoman farmers.
- 8.4 Today the historic environment is recognised by the District Council as a foundation for future investment, quality of life, tourism and healthy lifestyles.
- 8.5 South Derbyshire's natural environment includes a wide range of landscapes that are formed by many factors, including the underlying soils, climate, habitats – and human influence, both past and present.
- 8.6 Our landscapes extend from the river valley in the north of the District to the well ordered farmland and villages in the south, Our landscapes are valued by people for a variety of reasons and each is characterised by its own pattern of geology, landform, soils, vegetation, land use and human settlement, which create local distinctiveness.
- 8.7 Large modern developments, coupled with landscape scale changes associated with farming, tree planting and habitat creation in the National Forest have the potential to significantly alter the character of the District's landscape. High quality design therefore plays a central role in planning new developments in both the built and natural environments and is integral to the Local Plan.

## Design Excellence

### Policy BNE1 Design Excellence

- A** All new development will be expected to be well designed, embrace the principles of sustainable development, encourage healthy lifestyles and enhance people's quality of life by adhering to the Design Principles below.
- i)** Design Principles
- a)** Community safety:  
New development should be designed to ensure that people feel comfortable and safe by minimising opportunities for crime and anti-social behaviour, providing good natural surveillance and appropriate demarcations between public and private areas;
  - b)** Street design, movement and legibility:  
Streets should be designed to relate to their context, with a balance being struck between place-making needs and vehicle movement needs. Streets should be attractive, pedestrian and cycle friendly and meet the needs of all users. New development should be easy to find your way around, have a clear hierarchy of streets and take advantage of available opportunities for connections to local services, including public transport;
  - c)** Diversity and community cohesion:  
New development should be designed to be diverse, vibrant, possess a sense of place and encourage social interaction.
  - d)** Ease of use:  
New development should be accessible to all user groups, well managed and should be able to adapt to changing social, environmental, technological and economic conditions, including the needs of an ageing society;
  - e)** Local character and pride:  
New development should create places with a locally inspired character that respond to their context and have regard to valued landscape, townscape and heritage characteristics;
  - f)** National Forest:  
Within The National Forest, new development should be encouraged to follow National Forest Design Charter and

**Planting Guidance and fully reflect the forest context;**

- g) Visual attractiveness:**  
New development should be visually attractive, appropriate, respect important landscape/townscape views and vistas, contribute to achieving continuity and enclosure within the street scene and possess a high standard of architectural quality;
  - h) Neighbouring uses and amenity:**  
New development should not have an undue adverse affect on the privacy and amenity of existing nearby occupiers. Similarly, the occupiers of new development should not be unduly affected by neighbouring land uses;
  - i) Cross boundary collaboration:**  
New areas of growth that span administrative, land ownership, developer parcel or phase boundaries shall be considered and designed as a whole through a collaborative working approach;
  - j) Healthy Lifestyles:**  
New development should address social sustainability issues, by supporting healthy lifestyles, including through the promotion of active travel, the provision of public open space, sports and other leisure facilities.
  - k) Resource Use:**  
New development shall be designed to facilitate the efficient use of resources and support the reuse and recycling of waste throughout the lifecycle of all developments from design, construction, use and after use. New development shall provide adequate space for the storage of waste and where appropriate the treatment or collection of waste.
- ii) All proposals for major development should perform highly when assessed against the Council's Design SPD;**
  - iii) The council will decide which development proposals should be taken to a formal panel for design review.**

## **Explanation**

8.21 Sustainability, health, wellbeing, communities, local pride, tourism and economic prosperity can all flourish in well designed, people friendly places. Poorly designed places, can, and often do, lead to social, economic and environmental decline.

- 8.22 Local Authorities have a statutory duty under the Planning Act 2008 to encourage good design and the NPPF states that good design is indivisible from good planning. Design is one of the most powerful tools in achieving sustainable development. In working towards global causes, design is also about much smaller scale, personal and intimate factors – people, their everyday lives, health, wellbeing and happiness.
- 8.23 Good design gels together and improves many of the Council's key services, aspirations and statutory responsibilities, addressing large scale issues such as protecting and enhancing the unique character of the District for residents and visitors, attracting new investment, tackling crime, anti-social behaviour, road safety and social exclusion, improving health and wellbeing, strengthening communities and connecting them together. Smaller scale, but equally important issues include designing out potential problems with parking and bin collections.
- 8.24 The design of residential areas has a big impact on people's everyday lives and quality of life. New housing also accounts for a large proportion of new development within the District, providing a good opportunity to reflect the District's special character. It is therefore very important that the design of new housing is of a high quality. The District Council recognises that volume house builders often use standardised house types, but these nationally generic solutions will not meet the requirements of our Design Principles. Standardised house types, if used, will be expected to be tailored to the local context and character of the area. 'Building for Life' is a well-founded and commonly understood methodology for assessing the design of new residential areas, and all new housing development will be expected to perform well against it, or any successor standards.
- 8.25 Streets make up a large proportion of the public realm and it is important that they receive the same level of attention as buildings and open spaces. Many streets, such as high streets and residential streets, will need to be designed as places that people want to spend time in, rather than being designed solely for the movement of vehicles. Streets such as this demand a new approach to design, where the needs of pedestrians and cyclists are considered first. Achieving a balance between the place and movement requirements of streets will require collaborative working between engineers, planners and urban designers.
- 8.26 South Derbyshire has many locally distinct and important features, including small historic towns and rural villages with a strong local vernacular style, the use of local materials such as plain clay tiles and red bricks, a former industrial town linked to the pottery industry, the river and canal landscape of the Trent Valley and the rapidly growing woodland landscape of The National Forest. The District also borders

the southern edge of Derby city and the eastern edge of Burton upon Trent, each having distinct suburban character influences. New development will be expected to relate positively to the context of the development site and the special characteristics of the District and its neighbouring settlements.

- 8.27 Where new areas of development span administrative boundaries, joint collaborative working between Local Planning Authorities and also between different developers will be encouraged. In order to adhere to the Design Principles within this policy, with particular reference to movement, legibility and community cohesion, land ownerships and development sites should not prejudice the development of neighbouring land or create landlocked sites. Master plans that span the full extent of growth areas are encouraged and would guide development within these areas. Design briefs and design codes could also be used to aid coherence and help achieve a more consistent design quality. In some instances, a joint, multi-site, cross-boundary design review will be appropriate in the assessment of development proposals, design briefs, design codes and master plans.
- 8.28 Most aspects of good design are not subjective or down to personal tastes. There are many widely accepted ingredients (contained in the NPPF and documents such as Building for Life (BfL Partnership, 2012), By Design (DETR, 2000), Urban Design Compendium (English Partnerships, 2000), Manual for Streets (DfT/DCLG, 2007) that make well designed places and the design policies below have incorporated most of these universal principles within them. South Derbyshire's Design Principles are also closely aligned with, and supported by, the National Forest Design Charter that we support.
- 8.29 Designs for new development will be expected to evolve by following a logical design process. Developers and their agents should begin by assessing the context and consulting to identify all the local issues, constraints and opportunities. The detailed design should stem from this assessment work. A broad vision for the site can act as a useful guide and reference point as the design develops.
- 8.30 Applicants are encouraged to work collaboratively with the District Council and engage in pre-application discussions. The Council's design principles can be used to guide pre-application discussions. Design and access statements, when required, should illustrate how the stages of the design process have been followed and in what manner the design principles have been addressed. Strong urban design skills can help to produce high quality site assessments and scheme visions. These skills can also help to create 'places', rather than simply delivering developments. The Council strongly encourages development teams to enlist urban design skills.
- 8.31 The District Council will work with developers to minimise any extra

costs associated with better design quality, whilst also emphasising that many aspects of good design are at zero or negligible extra cost to the developer. Better design has proven in many instances to sell houses quicker and raise values.

- 8.32 The implementation of this policy will be assisted, when appropriate, by further local studies and design guidance, including urban characterisation and landscape characterisation studies, design briefs, design codes and Supplementary Planning Documents. This local evidence will be used to inform and guide planning decisions.

## Cultural Heritage

### Policy BNE2 Heritage Assets

- A Development that affects South Derbyshire's heritage assets will be expected to protect, conserve and enhance the assets and their settings in accordance with national guidance and supplementary planning documents which the authority may produce from time to time.**

**These assets include:**

- i) Conservation Areas**
- ii) Scheduled Monuments**
- iii) Listed buildings**
- iv) Registered historic parks and gardens**
- v) Undesignated heritage assets on the local list**

- B Particular attention will be paid to:**

- i) the heritage of the Trent Valley, including its prehistoric remains, ancient crossing points and the transport heritage of the Trent Navigation, Trent and Mersey Canal, and the railways;**
- ii) the complementary relationship that exists in many cases between estate parklands and villages. Often they are integral parts of a conservation area, or form part of a conservation area setting. The management and care of these landscaped grounds is material to the character of the adjacent villages.**
- iii) the industrial heritage of Melbourne, Shardlow, Swadlincote and Ticknall. Most of this historic industry has now gone, but the surviving structures and landscape evidence continue to exert a huge influence on the character of these places.**

- C The Council will promote the respect for, and protection and care of, the historic environment by:**
- i) developing a local list of undesignated heritage assets, covering the same categories as the designated assets in the national list, in accordance with the best practice guidance issued by English Heritage.**
  - ii) considering the further use of Article 4 directions, reinforced through grant schemes where possible and enforcement action where necessary.**
  - iii) periodic production and updating of conservation area appraisals and management plans.**
  - iv) measures to tackle heritage “at risk”, including service of urgent works and repairs notices where necessary.**
- D The District Council will work with private owners and developers to bring forward opportunities to secure the long-term future, sensitive use or re-use of under-utilised buildings, and the development of gap sites in conservation areas where development is beneficial to the character and appearance of the area. The District Council will also seek opportunities to improve public access to existing heritage features associated with new development schemes.**

## Explanation

8.34 The historic environment is central to the identity of the South Derbyshire district. There are:

- 22 Conservation Areas including the Trent and Mersey Canal (which is a conservation area along its entire length).
- Four conservation areas subject to an Article 4 Direction (Shardlow, Ticknall, Twyford and Melbourne).
- 711 listed buildings, of which 49 are grade I and 51 are grade II\* listed. 42 listed buildings are recorded on the national and local at risk registers.
- 22 Scheduled Monuments.
- 5 registered historic parks and gardens comprising Calke Abbey (Grade II\*), Elvaston Castle (Grade II\*), Melbourne Hall (Grade I), Swarkestone Hall (Grade II\*) and Bretby Hall (Grade II).

8.35 Unlike the scattered settlement patterns in certain areas of the country, most South Derbyshire settlements have a focal point of some

kind, typically a church, a public house or an open space. Most settlements also have clearly defined limits. In some cases, historic identity has been eroded by large residential estates, as at Aston, Etwall, Findern, Hilton and Willington. Ribbon development has eroded local character as at Overseal and between Woodville and Hartshorne, and there are some large industrial estates. However, with some exceptions, the historic settlement pattern and prevailing landscape character remain clear and legible.

- 8.36 The historic parklands of the district are a mixture of man-made and natural features. Some are publicly accessible in part e.g. Calke, Melbourne, Elvaston, while others are experienced by passing by or through them e.g. Repton Hayes and Repton Park, Newton Park (Newton Solney), Catton, Bretby and Radbourne. In many cases their care and management is material to the character of the adjacent villages. Often they are integral parts of a conservation area, or form part of a conservation area setting.
- 8.37 The historic buildings of the district are predominantly of brick, with relatively few buildings over 300 years old except for the parish churches. During the peak period of building activity from the late 18<sup>th</sup> century to the First World War, most roofs were covered with Staffordshire blue tiles or Welsh slate. There is some local variation in materials; outcrops of limestone at Calke and Ticknall, and of gritstone at Stanton by Bridge and Melbourne, are reflected in the extensive use of these materials locally, often in conjunction with brick. In the Swadlincote area there is extensive use of smooth red moulded brick, terracotta and glazed brick.
- 8.38 The arable lands of the Melbourne area gave rise to a distinctive market garden landscape in the 19<sup>th</sup> century, of which only fragments remain. Meanwhile, the extensive pasturelands in the south and north-west areas of the district supported a pattern of smaller settlements producing cream and cheese.
- 8.39 The Trent Valley in South Derbyshire is rich in prehistoric remains (some of them scheduled ancient monuments) which are both important and vulnerable because of the mineral value of the Trent valley gravels. Swarkestone Bridge is the longest piece of mediaeval bridge work in the country. In the 18<sup>th</sup> and 19<sup>th</sup> centuries the Trent Valley was developed as a transport corridor first by the Trent Navigation (from 1699), then the Trent and Mersey Canal (1766-77), and then the railways.
- 8.40 To help ensure that the special architectural and historic interest of listed buildings is preserved and enhanced, the Council assists in updating the Derbyshire County Council and English Heritage lists of listed buildings "at risk" of loss or damage through decay or neglect. Where possible, action is taken to secure the preservation of those

most at risk.

- 8.41 Community facilities, such as a pub, school or chapel, may be of as much importance to social and cultural life as they are to heritage. The Council encourages communities to register these as “assets of community value”, thereby giving the community an option to assemble a purchase plan before they can be openly marketed for sale.
- 8.42 Where appropriate, studies will be undertaken to inform and understand the contribution that heritage assets make to the District's character, identity and history. These may include:
- the production and review of Conservation Area appraisals and management plans;
  - the application of design and heritage guidance (for example Area Action Plans, Supplementary Planning Guidance or design briefs);
  - formulation of a local list of heritage assets.
- 8.43 Where enabling development is proposed the District Council will expect the applicant to demonstrate that this development is necessary to secure the long-term use or protection of the site or heritage asset and demonstrate that the benefits of the scheme outweighs the harm of allowing development which would ordinarily be unacceptable when considered against relevant policies set out in this plan.
- 8.44 To supplement this strategic policy the Council will look to develop further heritage policies through the Part 2 Local Plan and other relevant planning documents such as supplementary planning documents. This will ensure that clear policies are included within the Council's development framework to guide how the presumption in favour of sustainable development will be applied locally in respect of heritage issues.

## Biodiversity

### Policy BNL3 Biodiversity

- A The Local Planning Authority will support development which contributes towards protecting, or improving local biodiversity or geodiversity and delivering net gains in biodiversity wherever possible by:**
- i) Protecting sites of International, European, National and County importance, together with local nature reserves,**

**from inappropriate development within and adjacent to sites;**

- ii) Delivering long term plans to restore the River Mease Site of Special Scientific Interest (SSSI)/Special Area of Conservation (SAC) to a more natural condition and improve water quality within Mease and other catchments failing to meet Water Framework Directive objectives.**
- iii) Maintaining a District-wide network of local wildlife sites and corridors to support the integrity of the biodiversity network; prevent fragmentation, deliver ecosystem services and enable biodiversity to respond and adapt to the impacts of climate change.**
- iv) Supporting and contributing to the targets set out in the Lowland Derbyshire and/or National Forest Biodiversity Action Plan (BAP) for priority habitats and species**
- v) Protecting ancient woodland and veteran trees from loss, unless the need for, and benefits of, the development in that location clearly outweigh the loss**

**B Planning proposals that could affect sites identified as having potential or actual ecological or geological importance will need to be supported by appropriate surveys or assessments sufficient to allow the Authority to fully understand the likely impacts of the scheme and the mitigation proposed. Where mitigation measures, or exceptionally, compensation cannot sufficiently offset the significant harm resulting from the development, planning permission will be refused.**

## **Explanation**

8.45 The natural environment of the District remains under pressure from a combination of poor land management, agriculture, built development and disturbance. The River Mease, arguably the District's most important wildlife site, is being negatively impacted by elevated levels of nutrients as result of discharges from local Waste Water Treatment Works, agriculture and urban diffuse pollution. Only 17% of the County's SSSIs are in a favourable condition, with the remainder at best in an 'unfavourable recovering' condition, and in South Derbyshire less than a third of our 156 County Wildlife Sites are recorded as being positively managed for wildlife. Wildlife sites are generally dispersed with limited connectivity between them. It is in this context that the Council is seeking to deliver Government pledges to halt the loss of biodiversity by 2020, a key target of both the National Planning Policy Framework and Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services.

- 8.46 The scale of development growth in South Derbyshire over the Plan period is both a challenge and an opportunity. It is likely that in the short term development will inevitably have a negative impact on biodiversity and geodiversity, but growth on the scale proposed provides real opportunities to deliver landscape scale change. Growth can provide enhanced linkages and green infrastructure by supporting projects such as the National Forest or environmental improvements within the Trent Valley. It can help secure the long term management of sites; create opportunities to deliver biodiversity gain onsite by generating financial contributions, or development works which will contribute to the restoration and environmental enhancement of the local environment.
- 8.47 The benefits growth can have are reflected by a number of on-going projects within the District. Minerals works along the Trent Valley have created new wildlife sites at Drakelow, Willington and Shardlow. Housing, employment and minerals developments in the south of the District have helped The National Forest Company and other partners positively change the local landscape and on the way have contributed to the planting of 8 million trees increasing forest cover from 6% in the early 1990's to 20% in 2014, with almost a quarter of planting delivered through the planning system. The recently adopted River Mease Developer Contribution Scheme is ensuring new development does not lead to further deterioration of the SAC as a result of new development, by helping to restore the river to a more natural state and will, over time, contribute towards reducing damaging nutrients within the River.
- 8.48 Where development is proposed that could have a significant impact on the environment, the Council will expect proposals to be accompanied by appropriate ecology surveys and/or geodiversity assessments. These will need to be undertaken by suitably qualified professionals, at the appropriate time of year and will include an assessment of the likely impacts of the proposal and any necessary mitigation or compensation measures, including where relevant improved public access and interpretation of findings.
- 8.49 Where development could affect the River Mease SAC, the Council will expect developers to provide sufficient information as may be necessary to allow the Authority to undertake a Habitat Regulations Assessment.
- 8.50 Ancient woodland, together with ancient/veteran trees, represents an irreplaceable semi natural habitat that does not benefit from full statutory protection. The National Planning Policy Framework is supportive of ancient woodland and ancient trees and states that planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient

woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.

## Landscape

### **Policy BNL4 Landscape Character and Local Distinctiveness**

**The character, local distinctiveness, and quality of South Derbyshire's landscape will be protected and enhanced through the careful design and sensitive implementation of new development. Developers will be expected to retain key valued landscape components such as mature trees, established hedgerows and topographical features within development sites unless it can be demonstrated that the loss of features will not give rise to unacceptable effects on local landscape character. Development that will have an unacceptable impact on landscape character, visual amenity and sensitivity will not be permitted.**

**In bringing forward proposals developers will be expected to demonstrate that close regard has been paid to the landscape types and landscape character areas identified in the Landscape Character of Derbyshire. Proposal should have regard to the woodland and tree planting, landscape management and habitat guidance set out in this document and demonstrates that mitigation proposals are appropriate to the character of the landscape.**

**Within the National Forest Area developers will be expected to demonstrate that close regard has been paid to the landscape types and landscape character areas identified in the National Forest Landscape Character Assessment both within the design of the scheme and in the incorporation of woodland planting and landscaping.**

## Explanation

- 8.51 The National Planning Policy Framework (NPPF) establishes national policy on a range of planning issues including landscape issues such as designated and undesignated landscapes, development in the countryside, the natural and built environment and local character and distinctiveness.
- 8.52 The NPPF includes as part of its core principles, that planning takes account of the different roles and character of different areas recognising the intrinsic character and beauty of the countryside and contributes towards conserving the natural environment. The NPPF also states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils.

- 8.53 The scale of new development proposed over the Plan period could significantly affect the visual quality and diversity of the landscape in South Derbyshire. In order to ensure that landscape change resulting from new development is managed, Derbyshire County Council, the National Forest and the District Council have undertaken Landscape Character Assessments and area appraisals to help inform the location of new development sites.
- 8.54 These assessments seek to differentiate between landscape types based on geology, soil, landform, land use, woodland cover, enclosure and settlement pattern. By identifying the features, or elements, which contribute to the special character of different landscape types, these assessments can help developers design and locate their development projects in order that landscape impacts are minimised.
- 8.55 The Council will expect all developments to demonstrate how they respect local landscape character and where practicable contributes towards enhancing local landscape character.

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# 9

# INFRASTRUCTURE

## Introduction

- 9.1 The scale of new development proposed in the Local Plan necessitates improvements to local physical, social or green infrastructure. Previous consultations on the Plan have consistently highlighted local concern about the capacity of local infrastructure to accommodate large scale growth. The main concerns raised tend to reflect the effect new development will have on an already stretched road network, the capacity at local and secondary schools, and access to healthcare. To a lesser extent concerns are often raised about other facilities such as children's play areas, activities for teenagers or the need for a local shop.
- 9.2 As strategic sites are developed for housing, the necessary infrastructure needs to be in place in time to meet the needs of the existing and new (local) population. The necessary infrastructure requirements resulting from the development of the strategic sites identified in the Local Plan will be identified, costed, sources of funding identified and timetabled to fit with the development of the strategic site itself. This information will be set out in an Infrastructure Delivery Plan (IDP). Any gaps in funding will be identified and factored in to the District's Community Infrastructure Levy (CIL). CIL enables funding to be pooled and then used to fund the infrastructure necessitated by new development. The National Planning Policy Framework (NPPF) states that local planning authorities should set out strategic priorities for their areas to deliver the provision of health, community and cultural infrastructure and other local facilities.
- 9.3 The provision of adequate leisure, community and cultural infrastructure is essential to the creation of sustainable communities. These facilities help to create social cohesion, and encourage people to feel a sense of pride and belonging in their local areas. Many of our communities are supported by town or village halls, community centres, post offices, public houses, libraries, allotments, sport and recreational facilities, places of worship, education facilities (including nurseries and youth clubs) and health and social care facilities.
- 9.4 The provision of new dwellings will create an increase in demand for these facilities and it is important to ensure that suitable provision is made for this growth in the community and the increased demand that will be placed on local community facilities.
- 9.5 Our lives are enriched by the green spaces which surround us. Some of these public spaces, like public parks, are planned and designed. Others, such as the river corridors or ancient woodland, may be more natural. Sometimes our green assets are unintended consequences of other kinds of planning - motorway verges, railway embankments and historic canals provide a network of connected green spaces. Up until recently, these assets have generally been thought of in terms of single

functions. Parks were conceived of as areas for play and recreation. Wildlife reserves were places dedicated to the preservation of particular habitats or species.

- 9.6 Increasingly, however the green spaces which are dotted around our towns and villages are being viewed not as individual assets with a single purpose, such as playing field, wildlife site or floodplain which are unrelated to each other, but rather as a complementary network of 'Green Infrastructure' or GI. These elements perform a vast range of functions and deliver many benefits. For example playing fields can be managed for the benefit of nature, open spaces around new homes can be designed to help reduce flood risk to local communities.
- 9.7 Developing a network of Green infrastructure, a process which involves planning, design, implementation and management, presents an opportunity to achieve many social, environmental and economic objectives. Its multifunctional nature, with benefits enhanced through connectivity, means that GI represents an opportunity to significantly improve the value of the spaces around our towns and villages. A managed network of green spaces and habitats provide multiple benefits which exceed the sum of the individual parts. These include:
- climate change mitigation and adaptation;
  - contributing to local distinctiveness;
  - safeguarding and encouraging biodiversity;
  - improving economic productivity;
  - delivering food and energy security;
  - public health and wellbeing benefits;
  - Improving social cohesion;
  - reconnecting people with the natural environment;
  - ensuring the sustainable use of a finite land resource.

## Infrastructure and Developer Contributions

### Policy INF1 Infrastructure and Developer Contributions

- A New development that is otherwise in conformity with the Local Plan but generates a requirement for infrastructure will normally be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:**
- Already in place, or**
  - There is a reliable mechanism in place to ensure that it will be delivered in the right place, at the right time and to the standard required by the Council and its partners.**

- B The Council will prepare a new Planning Obligations SPD to cover infrastructure and service requirements, including site-specific infrastructure, to be delivered through S106 Planning Obligations.**
- C Furthermore, should a Community Infrastructure Levy be adopted, the will also operate a Community Infrastructure Levy Charging Schedule, to secure funding from new development towards infrastructure provision, including strategic projects.**
- D Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.**
- E Whilst it is expected that development is appropriately supported and its effects mitigated, in the interests of sustainability, the viability of developments will also be considered when determining the extent and priority of development contributions in line with the Infrastructure Delivery Plan.**

## Explanation

- 9.8 The NPPF states that *“Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver*
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
  - the provision of health, security, community and cultural infrastructure and other local facilities.”*
- 9.9 The purpose of infrastructure planning is to establish what infrastructure is required to support proposed development, it's likely cost, how it can be funded, who is responsible for its delivery and the timescale over which delivery can happen. Moreover it allows the different agencies responsible for infrastructure delivery opportunity to align their planning processes through constructive discussions.
- 9.10 Joint working with neighbouring local authorities, such as that between South Derbyshire District Council, Derby City Council, Amber Valley Borough Council and Derbyshire County Council, and other agencies such as utility companies is often a more cost-effective approach than a single authority working in isolation.
- 9.11 Historically the Council has relied on developer contributions secured through Section 106 of the Town and Country Planning Act to secure improvements to local infrastructure. However from 2015 it will not be

possible to 'pool' more than five contributions to deliver strategic infrastructure needed to support large scale growth such as roads or schools. The Council is therefore looking to develop a Community Infrastructure Levy which can offer greater flexibility for funding infrastructure necessary to support growth.

## Community Infrastructure Levy (CIL)

- 9.12 The Community Infrastructure Levy came into operation via Regulations published in April 2010. Further Community Infrastructure Levy (Amendment) Regulations came into force in April 2011, November 2012 and April 2013.
- 9.13 Planning Obligations may be sought from any development that has an impact requiring mitigation. Contributions through CIL will be in accordance with the CIL regulations. There is no minimum threshold size for CIL; single dwelling sites upwards could be subject to the tariff. The Council will work with infrastructure providers, local communities and other key stakeholders to develop a Community Infrastructure Levy Charging Schedule. The rates and payment details for CIL, together with any reductions in the charge, will be set out in the Charging Schedule, which will be subject to independent examination, to ensure that the levy is reasonable and will not make development unviable. The rate will be reviewed every 3 – 5 years following consultation with providers, landowners and developers. The detailed specification of on-site contributions will be set out in the relevant site allocation.

## Transport

- 9.14 The NPPF indicates that planning should seek to reduce the need to travel and encourage modal shift away from the use of cars and heavy goods vehicles towards public transport, cycling, walking and rail freight. Neighbouring planning authorities should work together to provide the infrastructure needed to support sustainable development. The objectives of transport policy are to support both economic growth and reductions in greenhouse gas emissions and congestion.
- 9.15 The **Derbyshire Local Transport Plan 2011-2026** identifies a new Swadlincote Regeneration Route as a scheme with potential for further appraisal in association with land use plans. Reference is made to investigative work undertaken to date, including geotechnical and ecological surveys and preliminary design.
- 9.16 Swarkestone bridge and causeway is identified as a problem, with a Scheduled Ancient Monument carrying a principal road on an alignment not suited to the volume or mix of traffic using it. The development of a potential alternative highway route is identified

as having potential for appraisal as a County Council sponsored scheme.

## **Policy INF2 Sustainable Transport**

- A Planning permission will be granted for development where:**
- i) travel generated by development, including goods vehicle movement, should have no undue detrimental impact upon local amenity, the environment, highway safety, the efficiency of transport infrastructure and the efficiency and availability of public transport services; and**
  - ii) appropriate provision is made for safe and convenient access to and within the development for pedestrians, cyclists, public transport users and the private car; and**
  - iii) car travel generated by the development is minimised relative to the needs of the development.**
- B In order to achieve this, the Council will secure, through negotiation, the provision by developers of contributions towards off-site works where needed.**
- C In implementing this policy account will be taken of the fact that in more remote rural areas there is often less scope to minimise journey lengths and for the use of non-car modes.**
- D Planning applications for development with significant transport implications should be accompanied by a Transport Assessment and Travel Plan identifying the transport impacts of the proposal and measures needed to meet the criteria set out in Part 1 of this policy. Travel Plan measures should be funded by developer contributions appropriate to the impacts on the transport network caused by the development. For development that is expected to have less significant transport implications, planning applications shall be accompanied by a Transport Statement.**

## **Walking and Cycling**

- A The Council will work in partnership with County Councils, neighbouring local authorities, the National Forest Company, charitable organisations, landowners and developers to secure the expansion, improvement and protection of walking and cycling networks, including public rights of way, cycle routes, greenways and supporting infrastructure. Routes should be coherent, direct, continuous, safe, secure and attractive and should contribute to the wider green infrastructure network wherever possible.**

- B** Where a need is identified in Part 1 of this policy, the Council will seek to negotiate the provision by developers of contributions toward new, or the enhancement of existing, walking and cycling routes and supporting infrastructure.
- C** Development that is likely to prejudice the use of disused railway lines or canals for walking, cycling or horse riding will only be permitted, where it can be demonstrated that there would be no practical prospect of implementation in the future.
- E** Cycling and greenway network proposals will be identified in Supplementary Planning Documents.

## **Public Transport**

- A** The Council will work in partnership with County Councils, neighbouring local authorities, public transport operators and community transport operators to improve public transport services, infrastructure and information provision in the district.
- B** Development should be designed and laid out in such a way as to ensure that, wherever possible, public transport services are within convenient walking distance of all site residents, staff and visitors.
- C** Where a need is identified under Part 1 of this policy, the Council will seek to negotiate the provision by developers of measures to encourage the use of public transport. These may include:
  - i)** bus shelters and laybys
  - ii)** railway stations and public transport interchanges
  - iii)** initial financial contributions toward the cost of running public transport services
- D** Land is protected for a potential new park and ride facility at the junction of the A6 and London Road, Boulton Moor.
- E** Land is protected for against development that would prejudice the establishment of a new passenger railway stations at Castle Gresley, Drakelow and Stenson Fields. Development likely to impair the continuity of the Burton to Leicester railway line or otherwise compromise the potential establishment of a passenger rail service on this route will not be permitted.

## **Road & Rail Freight**

- A** Where appropriate development should make adequate provision for service vehicle access, manoeuvring and off-street parking.

- B** In order to ensure that nearby occupiers are not unduly adversely affected by the transfer of goods generated by development, the Council will give consideration to the need for the control of hours of delivery and collection.
- C** Land at Tetron Point and the associated rail siding connecting to the Burton to Leicester railway line, is protected from development that would compromise its capacity to be used for rail freight purposes.
- D** Land at the junction of the A50 and A511, Foston is protected for the development of a roadside lorry park including lorry parking, refuelling and driver facilities.

## **Parking**

- A** Development should include appropriate car parking provision having regard to:
  - i)** parking standards, to be published as a Supplementary Planning Document;
  - ii)** the need to ensure that development would not have an undue detrimental impact on pedestrian and cyclist movement and highway safety;
  - iii)** the need to encourage travel on foot, by cycle and by public transport in preference to the private car by minimising parking provision;
  - iv)** the need to provide sufficient conveniently located spaces to meet the needs of people with impaired mobility;
  - v)** the conclusions of any Transport Assessment undertaken in accordance with Part 2 of this policy;
  - vi)** the need to encourage the use of low emission vehicles.

## **Explanation**

9.17 For the purposes of Transport Policy INF2 Part D, above, the thresholds for the submission of a transport assessment and Travel Plan will be as set out in the Department for Transport publication "Guidance on Transport Assessment", Appendix B. It is acknowledged that deliverable engineering interventions, such as junction improvements, may not be able to mitigate fully the highway impacts of developments on their own. With the use of Travel Plans for developments, and the consideration of area-wide Travel Plans, reductions in private car use may be achieved, thus creating

additional capacity on the road network, which will then be better able to absorb traffic increases from developments. These measures will also help contribute to the provision of more sustainable forms of transport, for example in terms of accessing the workplace.

- 9.18 The Council wishes to encourage walking and cycling as an alternative to car use. Supplementary Planning Documents addressing the design of new development and the provision of walking and cycling facilities, including networks of new and proposed routes, will be referred to in considering development proposals.
- 9.19 The enhancement of railway infrastructure and services and the integration of bus and railway services are important to the achievement of greater public transport use and the Council will seek to encourage such provision wherever opportunities arise.
- 9.20 Land at the junction of the A6 and A50 Derby Spur is protected for the development of a park and ride site to serve the A6 corridor. The proposal is identified in the Derby Local Transport Plan and the land has been secured as part of a Section 106 Agreement.
- 9.21 There have been proposals to re-establish a passenger rail service between Leicester and Burton upon Trent (The National Forest line). The project would improve the accessibility of the District to the national rail network and would provide a sustainable means of access to The National Forest. However, to date, viability assessments have indicated that the cost of operation would be such that substantial on-going public subsidy would be required. Nevertheless, the matter will be kept under review and the alignment of the Burton to Leicester railway and land that may be needed for the provision of a passenger railway station at Castle Gresley will be protected.
- 9.22 As part of transport modelling work, consideration has been given to the potential establishment of a new passenger railway station along the Derby – Birmingham railway line at Stenson Fields. The modelling indicated a relatively good level of passenger demand, indicating potential for further investigation. The site is therefore protected against development that might prejudice the provision of such a facility.
- 9.23 This policy aims to provide for the needs of employers whilst seeking to minimise the environmental and amenity impacts of freight movement.
- 9.24 The transfer of freight from road to rail can help to relieve road congestion, reduce emissions and improve highway safety. The site of a former railhead at Cadley Hill, Swadlincote offers rail freight opportunities on adjacent land, which is in employment use. This

policy seeks to ensure that this opportunity is not lost by protecting the railway sidings and their connections onto the running lines.

- 9.25 There is a recognised need for the provision of overnight facilities to provide for the safety and comfort of heavy goods vehicle operators in the A50 corridor. Land is therefore reserved for the development of such a facility incorporating some 200-lorry parking spaces, overnight accommodation, a café and shower facilities.
- 9.26 Research published by the Department for Communities and Local Government in 2007 found that maximum residential parking standards can lead to inappropriate on-highway parking. However, the restriction of parking provision in association with non-residential development still has a role to play in encouraging the transfer of trips from the private car toward more sustainable modes.
- 9.27 Developers are encouraged to provide electric vehicle charging facilities. In order to future proof parking design, parking arrangements and electrical connections should be designed so that electric vehicle charging facilities can be provided or retrofitted with minimal disruption.
- 9.28 The National Planning Policy Framework sets out the criteria to be taken into account in determining any local parking standards. These will be referred to in preparing parking standards for South Derbyshire, to be published in the form of a Supplementary Planning Document.

## Strategic Rail Freight

### Policy INF3 Strategic Rail Freight Interchange

- A Any proposal for the development of a Strategic Rail Freight Interchange shall meet all the following criteria:**
- i) an operational connection, to Network Rail track and signalling standards, to main trunk rail routes with sufficient available capacity and gauge capability of at least W8;**
  - ii) railway wagon reception and inter-modal handling and container storage facilities capable of accommodating 775 metre freight trains carrying modern wagons.**
- B The elements of the development identified above shall be completed before any business units on the site are occupied.**
- i) An acceptable means of access to the trunk road network and parking for all goods vehicles shall be provided and operational arrangements shall minimise the use of local**

**highways by heavy goods vehicles; and**

- ii) there shall be no undue amenity or safety impacts including noise, vibration, odours, light pollution and traffic generation; and**
- iii) the proposal shall be well designed and shall not cause undue harm to the character of the local landscape; and**
- iv) the proposal shall preserve the character or setting of any listed buildings, conservation areas or other heritage assets; and**
- v) the proposal shall not cause undue harm to features of ecological or environmental value and, where possible, shall result in biodiversity gain and enhanced environmental value; and**
- vi) the proposal shall not increase the surface water run-off rate from the site and shall not increase flood risk elsewhere; and**
- vii) an appraisal shall be made of the potential for the utilisation of waste heat from power stations for heating and cooling on the development site; and**
- viii) appropriate provision shall be made for convenient access to the site on foot, by cycle and by public transport**

## **Explanation**

- 9.29 As a large scale infrastructure scheme, any application for such development would be determined not by the local authority but by the Secretary of State for Transport. Nevertheless, the National Planning Policy Framework requires that local authorities should develop strategies for the provision of large scale infrastructure projects such as rail freight interchanges. Accordingly, the policy identifies the criteria that South Derbyshire District Council wishes to be taken into account in the determination of any planning application for such development.
- 9.30 Strategic Rail Freight Interchange Policy Guidance, published by the Department for Transport, sets out criteria to be taken into account for decision making on applications for development of this type.
- 9.31 The Strategic Distribution Site Assessment Study for the Three Cities Sub-Area of the East Midlands, produced by AECOM in 2010, provides a critical assessment of the relative merits of a range of potential sites for this type of use throughout the Derby, Leicester and Nottingham

area.

- 9.32 Whilst the minimum suitable rail gauge to serve strategic distribution sites is W8, W9 gauge and above are better suited to this purpose. Whilst the highest gauge for lines passing through South Derbyshire is currently W8, this is to be addressed by rail network investment plans over coming years, which will result in some lines being upgraded to W10.

## New Road Schemes

### Policy INF4 Transport Infrastructure Improvement Schemes

- A The Council will work with partners to deliver the following transport schemes:**
- i) Swadlincote Regeneration Route**
  - ii) South Derby Integrated Transport Link phases 1 and 2**
  - iii) A50 junction with the A38 improvement scheme**
  - iv) A50 junction with the A514 improvement scheme**
  - v) Swarkestone Causeway Bypass**
- B Where required to mitigate the transport impacts of the development, the Council will seek to negotiate financial contributions toward these schemes. Proposals that would prejudice their implementation will not be permitted.**
- C In determining the detailed alignments and designs of these schemes regard shall be had to the following:**
- i) Minimising the impact on the environment, heritage assets and natural features;**
  - ii) Taking full account of recreational routes along, or affected by, the schemes;**
  - iii) Providing for the needs of pedestrians, cyclists and people with impaired mobility;**
  - iv) Mitigating any potential flood risk impact.**

## Explanation

- 9.33 The Council will seek, where possible, to meet the transport demand

arising from new development through the use of remaining capacity in the existing transport network, or by measures to encourage and enable travel by non-motorised means. However, the evidence indicates that some new highway development will be needed in order to avoid unacceptable congestion. The Council will work in partnership with Derbyshire County Council, Derby City Council, developers and other organisations to deliver these schemes.

- 9.34 The Swadlincote Regeneration Route will connect the junction of Occupation Lane and Hepworth Road with the A514 near the current junction with Woodhouse Street. It is needed to help deliver the regeneration of the Woodville and Swadlincote area by enabling the employment-lead redevelopment of land representing poorly restored former mineral workings at Occupation Lane in Woodville; improving access to Swadlincote Town Centre and alleviating traffic congestion and environmental impacts at the A511/A514 Clock Island. A substantial proportion of funding will be sought from the Local Enterprise Partnership Infrastructure Fund. Compulsory Purchase Orders will be used where necessary.
- 9.35 In planning for the development of this link, account will be taken of the need to avoid any unacceptable impacts on the wider road network, including highways in the adjacent District of North West Leicestershire.
- 9.36 The South Derby Integrated Transport Link Phase 1 is needed to help mitigate the transport impact of proposed development in the Derby urban area. It will connect to the proposed T12 Link, leading from the A50/A514 Chellaston junction to the proposed Global Technology Cluster at Sinfin Moor, to Stenson Road. All potential funding sources for this link will be investigated, though a significant proportion will be expected to come from developer contributions in association with new development in the Derby Urban Area. Contributions from development within the City may be used to fund elements of the scheme within South Derbyshire, where necessary and appropriate.
- 9.37 The South Derby Integrated Transport Link Phase 2 would connect the A38 junction at Rykneld Road with Phase 1. Together, phases 1 and 2 would provide a complete highway connection between the A38 and the A50. Although transport modelling evidence indicates that Phase 2 will not be required to mitigate the traffic impacts of proposed new development within the plan period, the indicative alignment is protected to serve any future growth in travel demand beyond the plan period that cannot be satisfactorily mitigated by other means.
- 9.38 The delivery of strategic housing development in the District will also be dependent upon the implementation of improvements to the capacity of the A50 junctions with the A38 at Burnaston and A514 at

Chellaston, involving localised traffic control and localised carriageway widening, to be funded through developer contributions.

- 9.39 The Swarkestone Bridge and Causeway is a Scheduled Ancient Monument and is not suited to the volume and mix of traffic using it. A limited investigation showed that feasible alternative highway routes would cost between an estimated £12 million and £20 million. It will be necessary to undertake a broad range of further investigative and design work and to secure funding before any scheme can be brought to the implementation stage.

## East Midlands Airport

### Policy INF5 East Midlands Airport

- A Within the Public Safety Zone of East Midlands Airport, as shown on the Melbourne Area Profile Map, there is a general presumption against most types of new or replacement development and certain changes of use to existing property, as described in Department for Transport Circular 1/2010.**
- B Within officially safeguarded areas established for East Midlands Airport, certain planning applications will be the subject of consultation with the operator of East Midlands Airport and there may be restrictions on the height or detailed design of buildings or on development which might create a bird hazard, as described in Department for Transport Circular 11/2003.**

### Explanation

- 9.40 Public Safety Zones are areas of land at the ends of runways at the busiest airports, within which development is restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident. The policy objective is that there should be no increase in the number of people living, working or congregating in Public Safety Zones and that, over time, the number should be reduced as circumstances allow.
- 9.41 The Department for Transport Circular 1/2003 is accompanied by "Aerodrome Safeguarding Maps" which identify areas where consultation must be carried out with the aerodrome operator regarding planning applications for certain types of development. The safeguarding of such areas is neither the responsibility nor the proposal of the local planning authority.
- 9.42 Whilst East Midlands Airport lies outside the District, in the neighbouring district of North West Leicestershire, part of the Public Safety Zone does

extend into South Derbyshire and this policy provides the means to control development within the affected area.

## Community Facilities

### Policy INF6 Community Facilities

#### A South Derbyshire District Council will:

- i) **Require that development that increases the demand for community facilities and services either:**
  - a) **provides the required community facilities as part of the development, or:**
  - b) **makes appropriate contributions towards providing new facilities or improving existing facilities.**
- ii) **Facilitate the efficient use of community facilities and the provision and upkeep of multi-purpose community facilities that can provide a range of services to the community at a single, accessible location.**

**B Existing community facilities will be protected, unless it is clear that there is no longer a need to retain the use or where a suitable alternative is made.**

**C Community facilities should be accessible to all members of the community and be located where there is a choice of travel options.**

## Explanation

9.43 In some areas there is an identified lack of community, health, education and sports facilities and significant growth is likely to increase pressure on existing services.

9.44 The Council will seek to restrict the loss of existing built facilities to non-community uses unless it can be shown that there is no demand for retention of the site or unless an alternative facility is provided that is suitable for all users. The Council will expect proposals for the change of use of a built community facility to be accompanied by evidence that it has been marketed proactively and competitively for a period of not less than 12 months on the open market.

9.45 The Council will work with developers to identify and deliver new community facilities essential to support large scale developments

within the Plan period. Wherever possible, new facilities will be expected to be multifunctional and located in areas accessible to new and existing communities.

- 9.46 A range of funding measures, including Community Infrastructure Levy and Developer Contributions, will be used to secure the required Facilities.

## Green Infrastructure

### Policy INF7 Green Infrastructure

- A The District Council will seek to conserve, enhance and wherever possible extend green infrastructure in the District by working with partners to:**
- i) Ensure the continued protection of the District's ecological, biological and geological assets, with particular regard to sites and species of international, national and local significance;**
  - ii) Secure development that maximises the opportunities to conserve, enhance and restore biodiversity and geological diversity and to increase provision of, and access to, green infrastructure;**
  - iii) Promote the appropriate management of features of major importance for wild flora and fauna;**
  - iv) Support the development of a the Green Infrastructure Network as proposed by the 6Cs Green Infrastructure Strategy, linking together Key Strategic Routes of regional and sub regional importance and providing for, in appropriate locations, visitor infrastructure that improves accessibility. The District Council will, in particular, promote improved green infrastructure provision in the following opportunity areas!:**
    - a) Trent Strategic River / Trent & Mersey Canal Corridor;**
    - b) Derwent Strategic River Corridor;**
    - c) Dove Strategic River Corridor;**
    - d) Within the National Forest Area; and;**
    - e) Around the edges of Derby City and Swadlincote;**
    - f) Positively view proposals that seek to enhance the District's Green Infrastructure resource in support of tourism and leisure related development.**

- B Within the Trent Valley the District Council will support and help deliver the landscape scale change as promoted by the Lowland Derbyshire and Nottinghamshire Local Nature Partnership. Any development within the area defined by the Trent Valley Vision will be expected to contribute towards and assist in delivering the vision in accordance with the strategy. Such contributions may be in the form of appropriate design, suitable form and function, the delivery of Green Infrastructure, landscape and habitat enhancement, financial contributions or other mechanisms as appropriate, to deliver an overall benefit within the Trent Valley Vision area.**
- C All proposals for development within the catchment for the River Mease will need to demonstrate that they will have no adverse effects on the integrity of the Special Area of Conservation (SAC) either alone or in combination with other proposals and will contribute to long-term objectives to improve the condition of the site.**

## Explanation

- 9.47 South Derbyshire contains a wealth of green spaces such as river valleys and floodplains, woodlands, historic parks and gardens, public rights of way, wildlife sites and nature reserves. These spaces provide various benefits including biodiversity, visual amenity, sport and recreation. The purpose of this policy is to ensure that green spaces are conserved, enhanced.
- 9.48 However, it is not just large scale or strategic GI, which plays an important role in contributing towards a wider network of green space. Individual elements or features such as important hedgerows and trees, play spaces or ponds can be equally important helping to bring wildlife and amenity benefits into the heart of communities. For this reason the Council considers that even modest developments can contribute towards the protecting and enhancing the District's GI network. Therefore the Council will expect that all schemes for new housing and commercial development should, as far as possible, protect existing green infrastructure and landscape elements and bring forward development that maximises the opportunities to conserve, enhance and restore biodiversity and geological diversity and to increase provision of, and access to, green infrastructure.
- 9.49 In bringing forward new homes or businesses the Council will expect developers to demonstrate how their proposals contribute towards the objectives and targets set out in the Lowland Derbyshire and National Forest Biodiversity Action Plans (as appropriate to the site location). Where new development includes proposals for habitat creation or the translocation of protected species and BAP priority habitats and species to help mitigate biodiversity impacts, the District Council will expect developers to contribute towards the ongoing management and maintenance of sites.

9.50 The Council will support proposals for large-scale green infrastructure projects within or adjacent to the opportunity areas identified in the Green Infrastructure Policy, subject to projects conforming to wider policies set out in this Local Plan. Where proposals for new development or restoration of existing sites are proposed within identified opportunity areas, the Council will seek to ensure that sites have contributed positively towards local GI provision and wherever possible improve linkages between sites.

### **The Trent Valley**

9.51 The River Trent is a major strategic river. There was, and in part still is, a distinctive landscape focused on the river, rich in historical features and wildlife. Permanent grasslands for seasonal grazing would traditionally define the floodplain with people living in villages located on the elevated river terraces along the valley surrounded by traditional mixed farming. In the last 50 years these essential qualities have become eroded.

9.52 It has been identified that there is and will be increasing pressures for change in the Trent Valley through Derbyshire. The need to identify further minerals sites and the allocation of land for new housing growth will place further demands on the landscape of the Trent Valley within the Plan period. These pressures could change and fragment the open agrarian landscape character of the valley.

9.53 Further gravel extraction and housing growth will change the landscape character of the landscape irreversibly. The opportunity therefore exists to shape this change to deliver a new and attractive landscape with enhanced Green Infrastructure where people want to live, which attracts visitors to the area, provides new economic opportunities, and is rich in history and wildlife.

9.54 Key to this will be the development of a clear landscape vision and strategy that plans for landscape change over a long period. This approach has now been adopted and is being promoted by the Lowland Derbyshire and Nottinghamshire Local Nature Partnership (LDN LNP). The District has a duty to cooperate with the LDN LNP and will aim to assist in the development of the landscape vision and strategy to deliver high quality Green Infrastructure across the Trent Valley for existing and new communities.

### **The River Mease Special Area of Conservation**

9.55 Proposals for new development within the catchment of the River Mease Special Area of Conservation (SAC) will only be permitted where it can be demonstrated that the proposal will have no adverse effects on the integrity of the SAC either alone or in combination with other planning proposals.

## The National Forest

### Policy INF8 The National Forest

- A** Within the National Forest, as defined on the relevant Area Profile Maps, South Derbyshire District Council will work with The National Forest Company and other local authorities and partners to:
- i)** Provide opportunities for diversification of the economy, especially in relation to the woodland economy and tourism, including overnight accommodation;
  - ii)** Create an attractive, sustainable environment;
  - iii)** Provide a range of leisure opportunities for local communities and visitors: and
  - iv)** Achieve 33% woodland cover in the National Forest.
- B** Within the National Forest all residential schemes over 0.5ha and industrial commercial and leisure developments over 1ha will be expected to incorporate tree planting and landscaping in accordance with National Forest Planting Guidelines. Landscaping will generally involve woodland planting, but can also include the creation and management of other appropriate habitats, open space provision associated with woodland and the provision of new recreational facilities with a woodland character. The appropriate mix of landscaping features will depend upon the setting characteristics, opportunities and constraints that individual sites present.
- C** In exceptional circumstances, a commuted sum may be agreed where planting and landscaping cannot be accommodated within or close to the development site. This will be used to either purchase land for tree planting; to create new woodland and/or other habitats; to provide public access to it and maintain those works for a minimum of five years.
- D** Within the National Forest new development should ensure that:
- i)** the siting and scale of the proposed development is appropriately related to its setting within the Forest,
  - ii)** the proposed development respects and does not adversely affect the character and appearance of the wider countryside.
- E** The Council will work with developers, the National Forest and other stakeholders to improve access to the forest from new development sites and existing built up areas and deliver a step

**change in the quality of new development and the existing urban area with an emphasis upon the use of Forest related construction materials where appropriate.**

- F The area between Swadlincote, Ashby de la Zouch and Measham is recognised as 'The Heart of the National Forest'. The District Council will seek to support efforts to concentrate tourism and leisure activities and economic opportunities based on the woodland and environmental economy in this area. However Forest related development will be supported elsewhere within the Forest where it can be demonstrated that it will support the continued improvement of the National Forest as a tourism and leisure destination.**

### **Explanation**

- 9.56 The National Forest is a nationally designated area which covers an area of 200 square miles and extends from Charnwood Forest near Leicester to the east to the Needwood Forest near Yoxall in the west. Since its inception the National Forest Company has supported woodland creation increasing forest cover from 6% to 19% across the forest area by planting 8 million trees to date. The environmental improvements implemented by the National Forest Company have brought about positive landscape change and habitat creation and have greatly strengthened the District's tourism and leisure offer.
- 9.57 The National Forest has been successful in securing 1,200ha of green infrastructure since 1991 through the planning system, including development-related planting, mineral site restoration and derelict land reclamation to forest-related uses. This accounts for around 22% of the overall forest creation achieved (5,900ha). In addition, around £1.2m has been secured in commuted sums through Section 106 agreements towards off-site forest creation projects. The District Council will continue to work in partnership with the National Forest Company to achieve its long-term vision and goals and secure forest planting within all appropriate developments located within the National Forest. Developers are currently expected to meet the following planting requirements:

<b>National Forest Planting Requirements</b>			
Housing sites under 0.5 ha	Normal landscaping appropriate to the sites setting	Industrial, Commercial and Leisure Developments under 1 ha	Normal landscaping appropriate to the sites setting
Housing sites between 0.5 ha - 10ha	20% of the development area to be woodland planting and landscaping	Industrial, Commercial and Leisure Developments over 1 ha	20% of the development area to be woodland planting and landscaping
Housing sites over 10ha	30% of the development area to be woodland planting and landscaping	Industrial, Commercial and Leisure Developments over 10ha	30% of the development area to be woodland planting and landscaping
New Road Schemes or improvements to existing routes	New road schemes should achieve well-wooded settings with planting adjoining the road and off site. Appropriate landscaping should also accompany road improvements. In each scale the levels of planting will depend on the scale and impact of the development.		
Commuted Sums	In exceptional circumstances where the planting guidelines cannot be met, a commuted sum should be paid instead. This is at a guideline rate of £10,000 per hectare of the gross development area.		

9.58 In exceptional circumstances, where planting and landscaping cannot be fully accommodated on or adjacent to the development site, for example due to lack of land or viability issues, a commuted sum will be negotiated. This will be towards the cost of purchasing land for planting, creating new woodland, providing public access to it and maintaining the site for at least 5 years. Commuted sums will normally be paid to the local authority and will need to represent any shortfall in planting on site. Where commuted sums are accepted the District Council will work in partnership with the National Forest Company to decide how they should be utilised.

- 9.59 Best practice guidance on the creation and future management of forest-related planting and landscaping schemes should be followed, as set out in the National Forest Company Guide for Developers and Planners.

## Open Space, Sport and Recreation

### Policy INF9 Open Space, Sport and Recreation

- A** Current provision of open space and sports and recreation facilities in South Derbyshire is not sufficient to meet local need.
- B** To address this, the Council will work with partners to provide sufficient high quality green space and recreation facilities including sports pitches and built facilities, allotments, woodland creation, cemeteries and publicly accessible natural green space to meet the needs of new residential development and, where possible, to meet the needs of the existing population.
- C** Opportunities for creating new or enhanced facilities will be sought particularly where there are quantitative or qualitative deficiencies identified in the Council's most up to date Open Space, Sport and Recreation Assessment.
- D** The loss of open space, sport and recreational facilities will only be permitted in exceptional circumstances where an assessment shows that existing open space and facilities exceed the required level of provision, the loss would be compensated for through equivalent or better provision or the development would involve the provision of alternative sport or recreation facilities for which there is a greater need.
- E** Wherever possible the Council will expect new open spaces to connect to existing Green Infrastructure in order to improve accessibility across and between sites and enhance the biodiversity.

### Explanation

- 9.60 The **National Planning Policy Framework** states that Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. These should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine the level and type provision required.
- 9.61 Existing open space, sports and recreational buildings and land should not be built on unless:

- an assessment shows that the open space, buildings or land are surplus to requirements; or
- the resulting loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the need for which outweighs the loss.

9.62 The Council's **Open Space Assessment Report** indicates that:

- The current level of informal leisure provision is 0.73ha per 1000 people across the whole District. This represents a deficit of informal leisure provision of 0.32ha per 1000 people.
- The current level of formal leisure provision is 1.17ha per 1000 people across the whole District. This represents a deficit of informal leisure provision of 0.13ha per 1000 people.
- The current level of play provision is 0.05ha per 1000 people across the whole District. The District's target is for 0.19ha of play space per 1000 people. This represents a significant deficit of play provision.
- Based on existing open space provision there is a requirement for 25.4m<sup>2</sup> of land per person/bedroom (or 2.54 ha per 1000 people) for new development
- In regard to indoor sports facilities, the District currently lacks two badminton courts and one swimming lane.

9.63 The Council will seek to address any identified shortfalls in open space and built leisure provision by securing new facilities within future development and/or by securing funding for the delivery of new and improvement of existing open spaces. The loss of open spaces will be resisted by the Council except in exceptional circumstances. Details of developer requirements will be published in a Supplementary Planning Document.

9.64 In bringing forward new open spaces, the Council will, wherever possible, seek to ensure that new open space provision links up with and enhances existing open spaces green corridors and other green infrastructure. Further information on green infrastructure is set out in Policy INF7.

9.65 Interest in allotments has risen significantly in recent years. Allotments provide multiple benefits, as a source of sustainable food provision helping to reduce food miles, contributing towards healthy lifestyles through both exercise and as a source of fresh local food, and by supporting community cohesion. It is difficult to forecast future levels of demand, but there is currently a long waiting list of prospective tenants.

9.66 There is a shortage of cemetery space, which is particularly acute in the Swadlincote Urban Area and is likely to affect the whole District in coming decades.

## Tourist Development

### Policy INF10 Tourism Development

**Tourism development, including overnight accommodation, will be permitted:**

- A Within or adjoining the urban area or the Key Service Villages or;**
- B In the remainder of the District where an appropriate level of accessibility on foot, by cycle and public transport can be provided and the development is either:**
  - i) provided through the conversion or re-use of existing buildings or;**
  - ii) is accommodation of a reversible nature and there is a meaningful and demonstrable link with the proposed location.**

## Explanation

9.67 The District has a good range and diversity of visitor attractions and things to do. The National Forest offers an important opportunity to develop the visitor economy further, throughout the District, whilst recognising the need to protect the rural character of the area, which is in itself a key tourism asset. The Heart of the National Forest area is a particular focus for tourism development.

9.68 New visitor attractions and accommodations that would diversify the appeal of the area throughout the year will be encouraged. Development that would have a significant adverse impact upon heritage assets or their settings will not be considered appropriate.

9.69 South Derbyshire offers a mix of types, standards, sizes and prices of tourist accommodation although The National Forest Vision and Action Plan for Sustainable Tourism identifies a need to expand provision, particularly in regard to the self-catering sector.

9.70 New hotels should ideally be located in the main urban area of Swadlincote and in key villages where services and facilities are close at hand and from where much of the District is accessible by public transport. The conversion of redundant rural buildings can provide tourist accommodation whilst assisting in farm diversification and

protecting the countryside. It can also assist in the protection of traditional rural buildings and heritage assets, where these might otherwise become redundant and fall into disrepair. The Council may require a legal agreement to ensure that new or converted buildings remain as tourist accommodation and do not become permanent dwellings.

- 9.71 There is increasing demand for cabin and static caravan accommodation, as well as camping, touring caravan sites and marinas. It is important to ensure that such development is sited and designed so as to avoid any detrimental impact on the character of the surrounding area. Where appropriate, the use of landscape features can help to ensure that such proposals will not appear unduly prominent.
- 9.72 In the interests of sustainability and avoiding the use of rural highways by unsuitable vehicles, sites should offer an appropriate level of accessibility by non-car modes, whilst recognising the need for flexibility in rural areas, particularly in relation to smaller scale proposals, as there are often fewer opportunities for sustainable access in these locations.

# Appendix

# Appendix 1 - List of proposed superseded policies

The list of saved policies from the 1998 Adopted Local Plan can be found on the Adopted Local Plan section of the Council's website at [www.south-derbys.gov.uk](http://www.south-derbys.gov.uk)

H1	New Development, Hilton
H4	Housing Development, Swadlincote
H9	Affordable Housing in relation to Housing Policies 1-5 and Community Facilities Policy 3
H11	Layout and Design
H14	Land Use Associated with Residential Areas
H15	Gypsy Caravan Sites
E1	Existing Industry
E2	Main Locations for New Industrial and Business Development
E3	Industrial and Business Development in Swadlincote
E4	Promoting the Rural Economy
E5	Industrial and Business Development in Rural Areas
E6	Large Firms
E7	Industrial Regeneration
E8	New Development
E9	Development near to Installations Handling Hazardous Substances and Major Gas Pipelines
E10	Installations Handling Hazardous Substances
EV10	The National Forest
EV11	Sites and Features of Natural History Interest
EV12	Conservation Areas
EV13	Listed or Other Buildings of architectural or Historic Importance
EV14	Archaeological and Heritage Features

EV15	Historic Parks and Gardens
T6	New Development
T7	Pedestrians and People with Disabilities
T8	Cycling
T9	Rail Services
R1	Recreation and Tourist Facilities
R4	Provision of Outdoor Playing Space in New Housing Provision
R5	Loss of Recreation Facilities
R7	Disused Transport Routes
R8	Public Footpaths and Bridleways
R9	Commercial Stables and Equestrian Centres
R10	Touring Caravan and Camping Sites
C1	New Community Facilities
G1	Area of the Greenbelts
G2	Reuse and the Conversion of Buildings within the Green Belts
G3	Housing Development
G4	Other Urban Development
G5	Agricultural Development
G6	Other Development in the Green Belt Appropriate to a Rural Area

Policies not listed here will continue to be saved from the 1998 Local Plan and replaced through the Local Plan Part 2.

# Appendix 2 - List of Evidence Base

This is a list though not exhaustive of the evidence that has been used and gathered by South Derbyshire and also on a Derby HMA wide basis:

Draft Infrastructure Delivery Plan, 2013

Draft Consultation Statement, 2013

Sustainability Appraisal

Housing Requirements Study, 2013

Housing Site Summaries

Strategic Housing Land Availability Assessment, 2012

Strategic Housing Market Assessment (SHMA), 2008

Derby Strategic Housing Market Assessment Update Report, 2013

Gypsies and Travellers Accommodation Assessment (GTAA), 2008

Employment Site Summaries

Derby Housing Market Area Employment Land Review, 2008

Derby Housing Market Area Employment Land Review Forecasts Update, 2013

South Derbyshire Economic Development Strategy, 2008

South Derbyshire Economic Development Statement, 2013

Strategic Distribution Site Assessment Study for the Three Cities

SubArea of the East Midlands, 2010

Retail and Leisure Study, 2005

Swadlincote Town Centre Vision and Strategy, 2012

Derby Urban Area Modelling - Final Report, 2012

Derby HMA Transport Position Statement, 2012

Strategic Flood Risk Assessment, 2008

6Cs Green Infrastructure Strategy, 2010

Habitats Regulation Assessment Screening Statement, 2010

Lowland Derbyshire Biodiversity Action Plan, 2011 - 2020

National Forest Biodiversity Action Plan, 2004

South Derbyshire Open Space Assessment Report, 2005

South Derbyshire Outdoor Sports Facilities Assessment Report, 2005

Derbyshire Landscape Character Assessment

Cleaner, Greener Energy Study Report 1 – Local Development  
Framework Evidence Base, 2009

Derby Housing Market Area Water Cycle Study, 2010

Technical Assessment of the Derby Principle Urban Area Green Belt  
Purposes, 2012

South Derbyshire Playing Pitch Strategy, 2011

## **Implementation and Monitoring**

South Derbyshire's strategy for sustainable growth and regeneration will be delivered through policies contained within the Local Plan, the development management process and investment by public and private sector agencies. It will be implemented by the District Council, developers and other private, public service and charity sector agencies.

The role of the Local Plan is to provide a clear and robust framework for development to ensure that it is coordinated and delivered effectively and efficiently.

## **Infrastructure Delivery Plan**

Infrastructure planning is important to ensure that the Local Plan is deliverable. The Infrastructure Delivery Plan (IDP) is a supporting document to the Local Plan. As far as possible it identifies the physical, social and community infrastructure required to support the level of growth proposed over the plan period. It also identifies the delivery agencies and funding mechanisms. The IDP is a living document and will be reviewed throughout the plan period.

## **Monitoring and Review**

Monitoring and review are key components in the Local Plan system. They provide the means to assess the success of development plan documents and ensure that they reflect changing circumstances.

The monitoring framework contains a series of indicators for monitoring the implementation of the Local Plan policies and identifies the potential delivery agencies and delivery mechanisms.

The District Council will produce an Annual Monitoring Report (AMR) each year. The AMR will use the monitoring framework indicators to assess the progress of the Local Plan against the milestones set out in the Local Development Scheme to measure the extent to which development plan policies are being successfully implemented. Where monitoring reveals that objectives and targets are not being met, or where circumstances have changed nationally and locally, it may be decided that a review of the Local Plan is necessary.

It is important to note that the monitoring framework may be reviewed and refined over time. Indicators within the AMR may be modified, removed or introduced in the future. Any changes would be clearly referenced in the document and designed to better monitor the progress of the Local Plan.

Policy	Indicator	Target	Contingency	Data Source	Delivery Agencies	Potential Implementation/ Delivery Mechanisms
S1: A strategy for Sustainable Growth and Regeneration	The indicators, targets, contingency measures set out below for the Local Plan Part 1 policies, collectively contribute to the delivery of S1.					
S2: Presumption in Favour of Sustainable development	<ul style="list-style-type: none"> <li>Number of planning applications which go to appeal are sub sequentially granted planning permission</li> </ul>	<ul style="list-style-type: none"> <li>No more than 1/3<sup>rd</sup> of application shall be lost at appeal.</li> </ul>	<ul style="list-style-type: none"> <li>Member and/or officer training.</li> <li>Review Local Plan.</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>SDDC (South Derbyshire District Council)</li> <li>Developers</li> <li>Planning Inspector</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications and planning appeals</li> </ul>
S3: Environmental Performance						
S4: Housing Strategy	<ul style="list-style-type: none"> <li>Net number of dwellings completed each year</li> <li>Ensure there a five year housing land supply of deliverable sites</li> </ul>	<ul style="list-style-type: none"> <li>To deliver 13,454 new homes in South Derbyshire between 2008 - 2028 (673 per annum)</li> <li>Maintain a five year supply of deliverable houses</li> </ul>	<ul style="list-style-type: none"> <li>Should a five year housing land supply not be demonstrated could consider measures to bring forward sites from later in the plan period.</li> <li>Review Local</li> </ul>	In house monitoring and maintain an up to date housing trajectory	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> <li>Registered providers</li> <li>Communities</li> </ul>	<ul style="list-style-type: none"> <li>Allocations of housing sites and policies within the Local Plan Part 1 and 2</li> <li>Determination of planning applications</li> <li>Neighbourhood Planning</li> </ul>

			Plan			
S5: Employment Land Need	<ul style="list-style-type: none"> <li>Annual net employment floor space and net employment land</li> </ul>	<ul style="list-style-type: none"> <li>Deliver 53 hectares of employment land over the plan period.</li> </ul>	<ul style="list-style-type: none"> <li>Review Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> <li>Communities</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Neighbourhood Planning</li> </ul>
S6: Sustainable Access	<ul style="list-style-type: none"> <li>Length of journeys to work</li> <li>Mode of travel to work</li> </ul>	<ul style="list-style-type: none"> <li>Reduce proportion of the population travelling to work by car</li> <li>Increase proportion of the population travelling to work by public transport</li> <li>Reduce average travel distance to work</li> </ul>	<ul style="list-style-type: none"> <li>Review Local Plan</li> </ul>	<ul style="list-style-type: none"> <li>Census data</li> <li>Travel Plan monitoring</li> <li>County Council and Highways Agency and public transport operator monitoring</li> </ul>	<ul style="list-style-type: none"> <li>Developers</li> <li>SDDC</li> <li>County Council</li> <li>Public Transport operators</li> <li>Network Rail</li> </ul>	<ul style="list-style-type: none"> <li>Development Management process</li> <li>Local Transport Plan</li> <li>Investment in public transport, cycling and pedestrian infrastructure and services by the County Council, Highways Agency, Network Rail, public transport operators, public service agencies and charities</li> </ul>
S7: Retail	<ul style="list-style-type: none"> <li>Amount of completed retail, office and leisure floorspace in Swadlincote Town Centre</li> <li>Amount of vacant retail, office and leisure floorspace in Swadlincote</li> </ul>	<ul style="list-style-type: none"> <li>Increase retail, office and leisure floorspace in Swadlincote Town Centre</li> <li>Reduce the amount of vacant</li> </ul>	<ul style="list-style-type: none"> <li>Identify reasons for lack of new floorspace, presence of vacant properties. Review policy if necessary</li> </ul>	<ul style="list-style-type: none"> <li>Development Management data</li> <li>Commercial Property</li> </ul>	<ul style="list-style-type: none"> <li>Developers</li> <li>Businesses</li> <li>SDDC</li> <li>Other public service providers</li> </ul>	<ul style="list-style-type: none"> <li>Development Management process</li> <li>Public Town centre enhancement measures</li> </ul>

	<p>Town Centre</p> <ul style="list-style-type: none"> <li>• Presence of retail and service facilities in villages</li> <li>• Scale of retail floorspace within urban extensions to Derby City</li> </ul>	<p>retail, office and leisure floorspace in Swadlincote Town Centre</p> <ul style="list-style-type: none"> <li>• Retain retail and service facilities in villages</li> <li>• Ensure that retail floorspace within urban extensions to Derby City is in scale with the overall development.</li> </ul>		Register.		
S8: Green Belt	<ul style="list-style-type: none"> <li>• Amount of new development granted within the Green Belt, including conversion, reuse of buildings and new buildings</li> <li>• Change in ha of the extent of South Derbyshire's Green Belt</li> </ul>	<ul style="list-style-type: none"> <li>• For development to built in accordance with Policy S7.</li> </ul>	<ul style="list-style-type: none"> <li>• Review Green Belt boundary</li> </ul>	In house monitoring and the annual government return on the size of the Green Belt	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Derbyshire County Council</li> <li>• Developers</li> <li>• Communities</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications.</li> <li>• Neighbourhood Planning</li> </ul>
H1: Settlement Hierarchy	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>		<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
H2: Land north of William Nadin Way, Swadlincote	<ul style="list-style-type: none"> <li>• For the site to be developed in line with the housing trajectory</li> <li>• Planning application granted for around 600 dwellings on land north of William Nadin Way</li> </ul>	<ul style="list-style-type: none"> <li>• For development of the site to meet the requirement (including the number of dwellings) of Policy H1.</li> <li>• For the site to be developed in</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications.</li> </ul>

		accordance with the housing trajectory				
H3: Land at Church Street/Bridge Street/Football Club site, Church Gresley	<ul style="list-style-type: none"> <li>For the site to be developed in line with the housing trajectory</li> <li>Planning application granted for around 400 dwellings on land at Church Street/Bridge Street/Football Club</li> </ul>	<ul style="list-style-type: none"> <li>For development of the site to meet the requirement (including the number of dwellings) of Policy H2.</li> <li>For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications.</li> </ul>
H4: Land at Broom Farm, Woodville	<ul style="list-style-type: none"> <li>For the site to be developed in line with the housing trajectory</li> <li>Planning application granted for around 400 dwellings on land at Broomy Farm</li> </ul>	<ul style="list-style-type: none"> <li>For development of the site to meet the requirement (including the number of dwellings) of Policy H3.</li> <li>For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications.</li> </ul>
H5: Council Depot	<ul style="list-style-type: none"> <li>For the site to be developed in line with the housing trajectory</li> <li>Planning application granted for around 200 dwellings at the Council depot</li> </ul>	<ul style="list-style-type: none"> <li>For development of the site to meet the requirement (including the number of dwellings) of Policy H4.</li> <li>For the site to be developed in accordance with the</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications.</li> </ul>

		housing trajectory				
H5: Cadley Hill	<ul style="list-style-type: none"> <li>For the site to be developed in line with the housing trajectory</li> <li>Planning application granted for around 215 dwellings on land at Cadley Hill</li> </ul>	<ul style="list-style-type: none"> <li>For development of the site to meet the requirement (including the number of dwellings) of Policy H5.</li> <li>For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications.</li> </ul>
H6: Drakelow	<ul style="list-style-type: none"> <li>For the site to be developed in line with the housing trajectory</li> <li>Planning application granted for up to 2239 dwellings on land at Drakelow Park</li> </ul>	<ul style="list-style-type: none"> <li>For development of the site to meet the requirement (including the number of dwellings) of Policy H6.</li> <li>For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications.</li> </ul>
H7: Land at Hilton Depot, Hilton	<ul style="list-style-type: none"> <li>For the site to be developed in line with the housing trajectory</li> <li>Planning application granted for around 375 dwellings on land at Hilton Depot</li> </ul>	<ul style="list-style-type: none"> <li>For development of the site to meet the requirement (including the number of dwellings) of Policy H7.</li> <li>For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications.</li> </ul>

H8: Former Aston Hall Hospital, Aston on Trent	<ul style="list-style-type: none"> <li>• For the site to be developed in line with the housing trajectory</li> <li>• Planning application granted for around 600 dwellings on land at former Aston Hall Hospital.</li> </ul>	<ul style="list-style-type: none"> <li>• For development of the site to meet the requirement (including the number of dwellings) of Policy H8. For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications.</li> </ul>
H9: Land at Longlands, Repton	<ul style="list-style-type: none"> <li>• For the site to be developed in line with the housing trajectory</li> <li>• Planning application granted for around 100 dwellings on land at Longlands, Repton.</li> </ul>	<ul style="list-style-type: none"> <li>• For development of the site to meet the requirement (including the number of dwellings) of Policy H9.</li> <li>• For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications.</li> </ul>
H10: Land south of Willington Road, Repton	<ul style="list-style-type: none"> <li>• For the site to be developed in line with the housing trajectory</li> <li>• Planning application granted for around 100 dwellings on land south of Willington Road, Etwall</li> </ul>	<ul style="list-style-type: none"> <li>• For development of the site to meet the requireent (including the number of dwellings) of Policy H10.</li> <li>• For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications.</li> </ul>
H11: Land	<ul style="list-style-type: none"> <li>• For the site to be developed in</li> </ul>	<ul style="list-style-type: none"> <li>• For development</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the</li> </ul>	In house	<ul style="list-style-type: none"> <li>• SDDC</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of</li> </ul>

north east of Hatton	<p>line with the housing trajectory</p> <ul style="list-style-type: none"> <li>• Planning application granted for around 400 dwellings on land north east of Hatton</li> </ul>	<p>of the site to meet the requirement (including the number of dwellings) of Policy H11.</p> <ul style="list-style-type: none"> <li>• For the site to be developed in accordance with the housing trajectory</li> </ul>	Local Plan	monitoring	<ul style="list-style-type: none"> <li>• Developers</li> </ul>	planning applications.
H12: Highfields Farn	<ul style="list-style-type: none"> <li>• For the site to be developed in line with the housing trajectory</li> <li>• Planning application granted for up to 1200 dwellings on land north of William Nadin Way</li> </ul>	<ul style="list-style-type: none"> <li>• For development of the site to meet the requirement (including the number of dwellings) of Policy H12.</li> <li>• For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications.</li> </ul>
H13: Boulton Moor	<ul style="list-style-type: none"> <li>• For the site to be developed in line with the housing trajectory</li> <li>• Planning application granted for around 1950 dwellings at Boulton Moore</li> </ul>	<ul style="list-style-type: none"> <li>• For development of the site to meet the requirement (including the number of dwellings) of Policy H13.</li> <li>• For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications.</li> </ul>
H14: Chellaston	<ul style="list-style-type: none"> <li>• For the site to be developed in line with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>• For development of the site to meet</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning</li> </ul>

Fields	<ul style="list-style-type: none"> <li>• Planning application granted for around 500 dwellings on land at Chellaston Fields</li> </ul>	<p>the requirement (including the number of dwellings) of Policy H14.</p> <ul style="list-style-type: none"> <li>• For the site to be developed in accordance with the housing trajectory</li> </ul>				applications.
H15: Wragley Way	<ul style="list-style-type: none"> <li>• For the site to be developed in line with the housing trajectory</li> <li>• Planning application granted for around 1950 dwellings on land at Wragley Way</li> </ul>	<ul style="list-style-type: none"> <li>• For development of the site to meet the requirement (including the number of dwellings) of Policy H15.</li> <li>• For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications.</li> </ul>
H16: Primula Way, Sunny Hill	<ul style="list-style-type: none"> <li>• For the site to be developed in line with the housing trajectory</li> <li>• Planning application granted for around 500 dwellings at Primula Way</li> </ul>	<ul style="list-style-type: none"> <li>• For development of the site to meet the requirement (including the number of dwellings) of Policy H16.</li> <li>• For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications.</li> </ul>
H17: Land east of Holmleigh Way	<ul style="list-style-type: none"> <li>• For the site to be developed in line with the housing trajectory</li> <li>• Planning application granted for</li> </ul>	<ul style="list-style-type: none"> <li>• For development of the site to meet the requirement</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications.</li> </ul>

	around 150 dwellings on land west of Homleigh Way.	(including the number of dwellings) of Policy H18. <ul style="list-style-type: none"> <li>For the site to be developed in accordance with the housing trajectory</li> </ul>				
H18: Land at Hackwood Farm, Mickleover	<ul style="list-style-type: none"> <li>For the site to be developed in line with the housing trajectory</li> <li>Planning application granted for around 290 dwellings on land at Hackwood Farm</li> </ul>	<ul style="list-style-type: none"> <li>For development of the site to meet the requirement (including the number of dwellings) of Policy H20.</li> <li>For the site to be developed in accordance with the housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Local Plan</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications.</li> </ul>
H19: Housing Balance	<ul style="list-style-type: none"> <li>The number of dwelling types built each year (including the number of bedrooms in each house)</li> <li>The number of market, social and intermediate housing constructed annually</li> <li>The number of dwellings completed annually (on wholly completed sites) with a density less of 30dph, 30-50dpd and greater than 50dpd</li> </ul>	Taregts ins SHMA	<ul style="list-style-type: none"> <li>Update SHMA to identify changes to the housing market and ensure delivery meets the needs of those identified in the most up to date evidence base.</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>Developers</li> <li>SDDC</li> <li>Registered Social Landlords</li> <li>Communities</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Neighbourhood Planning</li> </ul>
H20: Affordable	<ul style="list-style-type: none"> <li>Annual affordable housing completions including the</li> </ul>	WHAT AFFORDBALE HOUSINH ON A	<ul style="list-style-type: none"> <li>Affordable housing</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning</li> </ul>

Housing	<p>number of social rented and immediate affordable housing</p> <ul style="list-style-type: none"> <li>The number of dwellings annually completed on exception sites</li> </ul>	YEARLY BASIS IN SHLAA	<p>exceptions sites</p> <ul style="list-style-type: none"> <li>Review Local Plan</li> </ul>	and through the development management process	<ul style="list-style-type: none"> <li>Registered Social Landlords</li> <li>Communities</li> </ul>	<p>applications/ S106 contributions</p> <ul style="list-style-type: none"> <li>Neighbourhood Planning</li> </ul>
H21: Sites for Gypsies and Travellers and for Travelling Showpeople	<ul style="list-style-type: none"> <li>Number of additional pitches granted planning permission annually</li> </ul>	<ul style="list-style-type: none"> <li>Meet the target for residential and target pitches as evidenced within the GTAA</li> </ul>	<ul style="list-style-type: none"> <li>Reassess site allocations/extensions within the Gypsy and Travellers DPD.</li> <li>Review baseline data</li> </ul>	In house monitoring and through the development management process	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> <li>Communities</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Gypsy and Travellers DPD</li> <li>Neighbourhood Planning</li> </ul>
E1: Strategic Employment Allocations	<p>Annual total B1, B2 and B8 floorspace completion on strategic employment land allocations. Number of units and floor space area for completed units measuring under 100m2 and between 100-500m2 on the identified sites. In policy E1</p>	<p>An annual rate of new B1, B2 and B8 land and floorspace completion commensurate with the delivery of the calculated quantum of employment land needed for the Local Plan period.</p> <p>A minimum of 10% of the total floor space within the strategic employment development within E1 developed for the</p>	Review Plan	Development Management data and site surveys.	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications/ S/106 agreements</li> </ul>

		purpose of smaller units up to 100m2 and other units up to 500m2.				
E2: Other Industrial and Business Development	Annual total B1, B2 and B8 floorspace completion outside strategic employment land allocations.  Number of rural employment development schemes completed.	Increase number of rural employment schemes	<ul style="list-style-type: none"> <li>Review Plan</li> </ul>	Development Management data and site surveys.	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Development Management process</li> </ul>
E3: Existing Employment Area	<ul style="list-style-type: none"> <li>The amount of employment land/floor space lost each year to other uses.</li> </ul>	<ul style="list-style-type: none"> <li>No net loss of employment land, unless evidence supports otherwise</li> </ul>	<ul style="list-style-type: none"> <li>Review Plan.</li> </ul>	Development Management data and site surveys.	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Development Management process</li> </ul>
E4: Strategic Location for Sinfin Moor Employment Site Extension	<ul style="list-style-type: none"> <li>Protection of land against development that would prejudice development of the site for intended purpose</li> </ul>	<ul style="list-style-type: none"> <li>No that would prejudice the development of site for the intended purpose to be permitted.</li> </ul>	N/A	Development Management data and site surveys.	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Development Management process</li> </ul>
E5: Safeguarded Employment Sites Dove Valley Park	N/A	<ul style="list-style-type: none"> <li>Development shall be in line with Policy E6,</li> </ul>	N/A	Development Management data and site surveys.	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Development Management process</li> </ul>
E6: Woodville Regeneration	<ul style="list-style-type: none"> <li>Completion of new industrial and business</li> </ul>	<ul style="list-style-type: none"> <li>Completion of 12 ha of</li> </ul>	Review Plan	Development Management	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Development Management process</li> </ul>

Area	development	development for B1, B2 and B8 purposes		data and site surveys.	<ul style="list-style-type: none"> <li>County Council</li> <li>Local Enterprise Partnership</li> </ul>	<ul style="list-style-type: none"> <li>Local Transport Plan implementation</li> </ul>
SD1: Amenity and Environmental Quality	<ul style="list-style-type: none"> <li>Proportion of main rivers meeting the water framework directive targets</li> <li>Number of air quality management areas within the district</li> <li>Annual number of complaints to environmental health on noise and light grounds</li> </ul>	<ul style="list-style-type: none"> <li>All rivers within South Derbyshire to comply with the water framework requirements by 2028.</li> </ul>	<ul style="list-style-type: none"> <li>River Base and management plan</li> </ul>	Environment Agency and Seven Trent Water monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Environment Agency</li> <li>Water Companies</li> <li>Developers</li> <li>Communities</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Neighbourhood planning</li> </ul>
SD2: Flood Risk	<ul style="list-style-type: none"> <li>Number of planning permissions granted annually contrary to Environment Agency advice on flooding and water quality grounds</li> </ul>	<ul style="list-style-type: none"> <li>No planning application granted with an outstanding Environment Agency objection.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>Developers</li> <li>SDDC</li> <li>Derbyshire County Council</li> <li>Environment Agency</li> <li>Communities</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Sustainable Urban Drainage Approval Regimes (once implemented) <ul style="list-style-type: none"> <li>Neighbourhood Planning</li> </ul> </li> </ul>
SD3: Sustainable Water Supply, Drainage and Sewerage Infrastructure	<ul style="list-style-type: none"> <li>Water Quality and Assessment of headroom of Waste Water Treatment Works within the Mease SAC will monitored annually.</li> <li>Number of planning permissions granted annually</li> </ul>	<ul style="list-style-type: none"> <li>No planning application granted with an outstanding Environment Agency objection.</li> <li>Phosphate levels shall be 0.06 mg</li> </ul>	Review of River Mease Phosphate Plan by the River Mease Programme Board on a sporadic basis.	In house monitoring. Statistics provided by the River Mease Programme	<ul style="list-style-type: none"> <li>SDDC</li> <li>Derbyshire County Council</li> <li>Developers</li> <li>Seven Trent Water</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Sustainable Urban Drainage approval process by SuDS Approval Body</li> <li>Neighbourhood</li> </ul>

	contrary to Environment Agency advice on flooding and water quality grounds	per litre by the end of the plan period.		Board	<ul style="list-style-type: none"> <li>Natural England</li> <li>River Mease Programme Board</li> <li>Communities</li> </ul>	Planning
SD4: Contaminated Land and Mining Legacy Issues	<ul style="list-style-type: none"> <li>Number of planning applications granted annually with an outstanding objection regarding contaminated land and mining legacy issues</li> </ul>	<ul style="list-style-type: none"> <li>No development shall be approved with an outstanding objection regarding contaminated land and mining legacy issues.</li> </ul>	N/A	In house monitoring. Coal Authority data.	<ul style="list-style-type: none"> <li>Developers</li> <li>Communities</li> <li>SDDC</li> <li>The Environment Agency</li> <li>Natural England</li> <li>The Coal Authority</li> <li>Other third parties</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Neighbourhood Planning</li> </ul>
SD5: Minerals Safeguarding	Number of granted planning applications annually with an outstanding objection regarding mineral safeguarding	<ul style="list-style-type: none"> <li>No development shall be approved with an outstanding objection regarding mineral safeguarding</li> </ul>	N/A	Minerals Planning Authority Monitoring Reports and Development Management monitoring.	<ul style="list-style-type: none"> <li>SDDC</li> <li>Derbyshire County Council</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Derbyshire Minerals Local Plan</li> <li></li> </ul>
SD6: Sustainable Energy and Power Generation	<ul style="list-style-type: none"> <li>The amount of installed renewable energy capacity within the district (annually)</li> </ul>	<ul style="list-style-type: none"> <li>Increase general supply of renewable energy capacity in plan period.</li> </ul>	N/A	In house monitoring	<ul style="list-style-type: none"> <li>Developers</li> <li>SDDC</li> <li>Public Sector organisations</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Neighbourhood Planning</li> </ul>

					<ul style="list-style-type: none"> <li>• Energy generations/ power companies</li> <li>• Communities</li> </ul>	
BNE1: Design Excellence	<ul style="list-style-type: none"> <li>• Number of sites with Building for Life Assessments of: <ul style="list-style-type: none"> <li>• 16 or more</li> <li>• 14-15</li> <li>• 10-13</li> <li>• Less than 10</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• All new development shall be well designed.</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> <li>• Derbyshire County Council</li> <li>• Communities</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications</li> <li>• Design Supplementary Planning Document</li> <li>• Building For Life and other voluntary standards</li> <li>• Neighbourhood Planning</li> </ul>
BNE2: Heritage Assets	<ul style="list-style-type: none"> <li>• Number of heritage assets at risk within the District</li> <li>• Number of Listed Buildings, Conservation areas, Historic Park and Gardens, Schedule Ancient Monuments within the District</li> <li>• Number of Conservation Areas with up to date Conservation Area Appraisals.</li> </ul>	<ul style="list-style-type: none"> <li>• No overall loss/no delisting of Listed Buildings, Historic Parks and Gardens, Conservation areas and Schedule Ancient Monuments.</li> <li>• Maintain up to date Conservation Area Appraisals</li> </ul>	<ul style="list-style-type: none"> <li>• Review Conservation Area boundaries</li> <li>• Apply for grant programmes and other funding to protect listed buildings.</li> </ul> <p>Review Article 4 Directions</p>	In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> <li>• Heritage Bodies</li> <li>• Communities</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications</li> <li>• Planning Policy response, such as review of Article 4 Directions and review of Conservation Area boundaries</li> <li>• Neighbourhood Planning</li> </ul>
BNE3: Biodiversity	<ul style="list-style-type: none"> <li>• Change on areas and populations of biodiversity</li> </ul>	<ul style="list-style-type: none"> <li>• No net loss in BAP Habitats due</li> </ul>	Seek to review BAP Habitats	Lowlands Derbyshire	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications</li> </ul>

	<p>importance including:</p> <ul style="list-style-type: none"> <li>• Change in priority habitats and species (by type) and</li> <li>• Change in areas designated for their intrinsic environmental value including sites for international, national, regional and sub regional importance.</li> </ul>	to planning applications	biodiversity Action Plan	Biodiversity Action Plan Steering Group	<ul style="list-style-type: none"> <li>• Communities</li> <li>• Natural England</li> <li>• Wildlife Trust</li> <li>• Other Environmental Agencies</li> </ul>	• Neighbourhood Planning
BNE4: Landscape Character and Local Distinctiveness	•	•	•		•	•
INF1: Infrastructure and Developer Contributions	•	•		In house monitoring	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Determination of planning applications</li> <li>• Infrastructure Development Plan</li> </ul>
INF2:Sustainable Transport	<ul style="list-style-type: none"> <li>• Length of journeys to work</li> <li>• Mode of travel to work</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced travel to work distances</li> <li>• Reduced travel to work by private car</li> <li>• Increased travel to work by public transport, on foot and by cycle</li> <li>• Adoption of Travel Plans by</li> </ul>	• Review Plan	<ul style="list-style-type: none"> <li>• Development Management decisions</li> <li>• Liaison with other public authorities and public transport operators</li> </ul>	<ul style="list-style-type: none"> <li>• SDDC</li> <li>• Developers</li> <li>• County Council</li> <li>• Highways Agency</li> <li>• Public transport operators</li> <li>• Network Rail</li> <li>• Sustrans</li> </ul>	<ul style="list-style-type: none"> <li>• Development Management process</li> <li>• Local Transport Plan</li> <li>• Investment in public transport, cycling and pedestrian infrastructure and services by the County Council, Highways Agency,</li> </ul>

		developers		<ul style="list-style-type: none"> <li>Monitoring of implementation of Travel Plans</li> </ul>	<ul style="list-style-type: none"> <li>The National Forest Company</li> </ul>	<p>Network Rail, public transport operators, public service agencies and charities</p> <ul style="list-style-type: none"> <li>Infrastructure Delivery Plan</li> </ul>
INF3: Strategic Rail Freight Interchange	<ul style="list-style-type: none"> <li>Strategic Rail Freight Interchange planning decision.</li> </ul>	<ul style="list-style-type: none"> <li>Any Rail Freight Interchange to be developed in accordance with the criteria set out in the policy.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	In house monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> <li>Secretary of State for Transport</li> <li>Highways Agency</li> <li>County Council, Network Rail</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning application by the Secretary of State for Transport</li> </ul>
INF4: Transport Infrastructure Improvement Schemes	<ul style="list-style-type: none"> <li>Implementation of transport infrastructure schemes.</li> </ul>	<ul style="list-style-type: none"> <li>Timely completion of transport infrastructure schemes</li> </ul>	<ul style="list-style-type: none"> <li>Review Infrastructure Delivery Plan</li> <li>Review Local Plan if required.</li> <li>Explore alternative funding sources.</li> </ul>	Development Management decision monitoring. Liaison with Highways Agency and County Council	<ul style="list-style-type: none"> <li>SDDC</li> <li>County Council</li> <li>Developers</li> <li>Local Enterprise Partnership</li> <li>Highways Agency</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure Delivery Plan</li> <li>Developer Contributions</li> <li>Development Management process</li> <li>Local Enterprise Partnership funding</li> </ul>
INF5: East Midlands Airport	Number of planning applications approved with outstanding objection by the Civil Aviation Authority (CAA)	No development in contravention of policy to be permitted	N/A	Development Management monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> <li>Civil Aviation Authority</li> </ul>	Development Management process.

INF6:Community Facilities	<ul style="list-style-type: none"> <li>Whether planning applications granted provide the community facilities stated within housing policies within H1-H20</li> </ul> <p>Number of applications for new community facilities annually (excludes extensions or alterations to existing facilities)</p>	Fulfil the community facilities stated within the housing policies	Infrastructure Delivery Plan	In house monitoring	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> <li>Communities</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications/S106 agreements</li> <li>Infrastructure Delivery Plan</li> <li>Neighbourhood Planning</li> </ul>
INF7: Green Infrastructure	<ul style="list-style-type: none"> <li>New National Forest Planting within the District annually</li> <li>Change in areas of biodiversity importance</li> </ul> <p>Water Quality and Assessment of headroom of Waste Water Treatment Works within the Mease SAC will monitored annually.</p>	<ul style="list-style-type: none"> <li>Phosphate levels shall be 0.06 mg per litre by the end of the plan period.</li> <li>Increase woodland cover to achieved 33% woodland cover in the National Forest</li> </ul>	<ul style="list-style-type: none"> <li>Review of River Mease Phosphate Plan by the River Mease Programme Board on a sporadic basis.</li> </ul> <p>National Forest Strategy update</p>	In house monitoring. Data from the River Mease Programme Board and the National Forest	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> <li>Communities</li> <li>Derbyshire County Council</li> <li>River Mease Programme Board</li> <li>National Forest</li> <li>Lowland Derbyshire and Nottinghamshire Local Nature Partnership</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Neighbourhood Planning</li> <li>Infrastructure Delivery Plan</li> <li>Use of the River Mease Development Management Scheme</li> <li>National Forest Planting Guidelines</li> </ul>
INF8: National Forest	<ul style="list-style-type: none"> <li>New National Forest Planting within the District annually</li> </ul>	<ul style="list-style-type: none"> <li>Increase woodland cover to achieved 33% woodland cover</li> </ul>	National Forest Strategy update	In house monitoring and National Forest data	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> <li>Communities</li> <li>Derbyshire</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Neighbourhood Planning</li> </ul>

		<ul style="list-style-type: none"> <li>in the National Forest</li> </ul>			<ul style="list-style-type: none"> <li>County Council</li> <li>Forestry Commission</li> <li>The National Forest</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure Delivery Plan</li> <li>Permitted Development and other mechanisms.</li> <li>National Forest Planting Guidelines</li> </ul>
INF9: Open Space, Sport and Recreation	<ul style="list-style-type: none"> <li>Number of planning applications approved with outstanding objections from Sport England</li> <li>Net increase/ decrease in playing pitches within the District</li> <li>Monitoring of quality and provision of open spaces through the open space assessment</li> </ul>	<ul style="list-style-type: none"> <li>No outstanding objections from Sport England on planning applications.</li> </ul>	<ul style="list-style-type: none"> <li>Update needs assessment of open space and sports facilities</li> <li>Infrastructure Delivery Plan</li> <li>Work through the development process to ensure loss open space sport and recreation are mitigated and new facilities/ contributions are sought where possible</li> </ul>	In house monitoring Date from Sport England	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> <li>Communities</li> <li>Derbyshire County Council</li> <li>Schools</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications</li> <li>Neighbourhood Planning</li> <li>Grants and other sources of funding</li> <li>Infrastructure Delivery Plan</li> </ul>
INF10: Tourism Development	<ul style="list-style-type: none"> <li>Number of new self catering holiday units and pitches</li> <li>Number of new hotel rooms</li> </ul>	<ul style="list-style-type: none"> <li>Increase number of overnight accommodation units granted planning consent.</li> </ul>	<ul style="list-style-type: none"> <li>Review Local Plan</li> </ul>	Development Management decision monitoring.	<ul style="list-style-type: none"> <li>SDDC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Development Management process</li> </ul>

