

Policy H14: Chellaston Fields

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

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

POLICY:

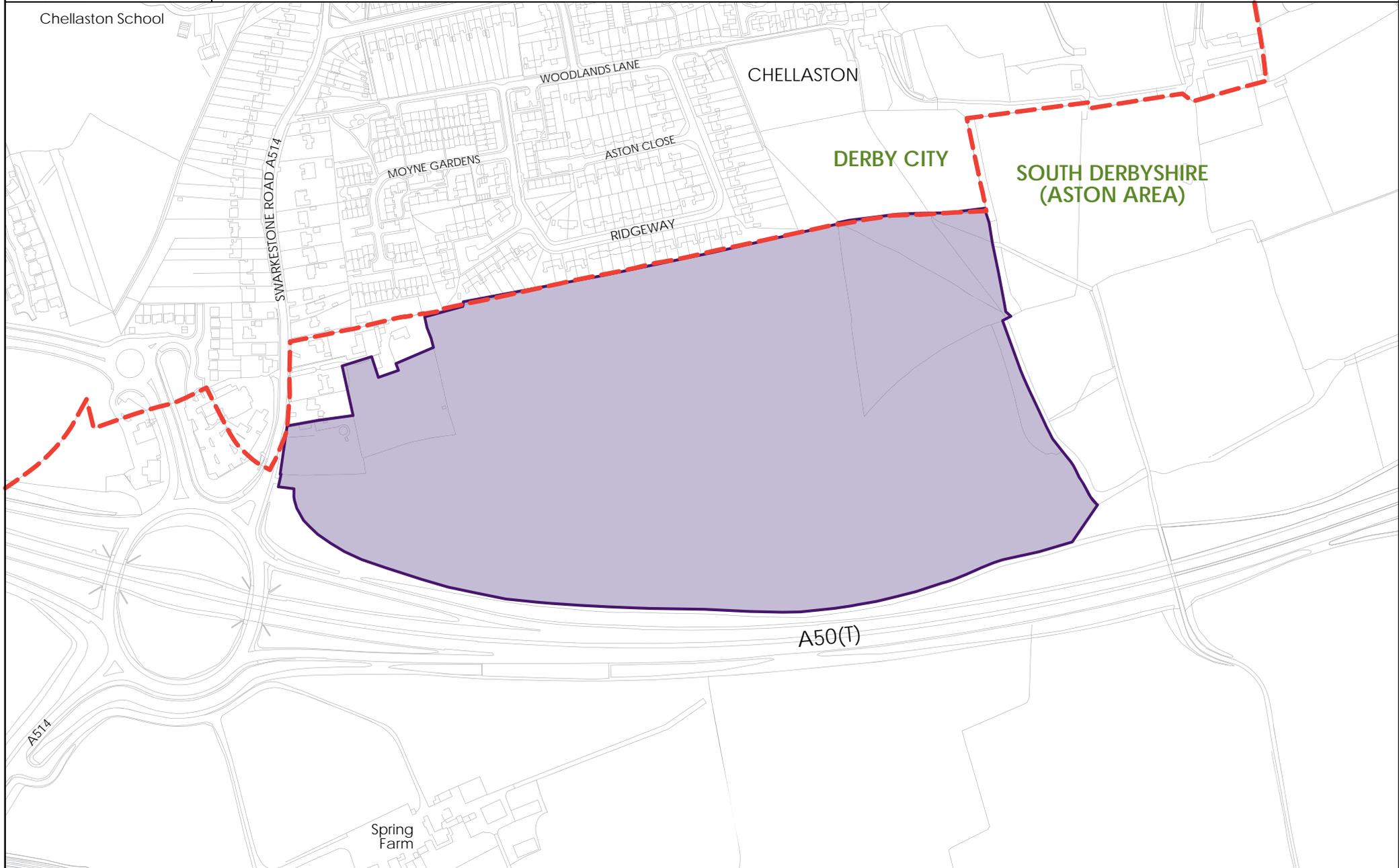
A Residential development on Land at Chellaston Fields will provide for around 500 dwellings within South Derbyshire.

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

- i) Pedestrian and cycle routes shall be provided within the site and links between the site and existing residential development and future employment areas shall be provided;**
- ii) Consideration should be given to some retail development on the site that is commensurate to the size of development and surrounding area but does not affect the viability and vitality of existing retail in the area;**
- iii) Developer contributions to be made to primary and secondary school provision on an agreed strategy with the Council.**
- iv) Developer contributions to be made toward improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network;**



Housing Policy 14: Chellaston Fields, Chellaston



Policy H15: Wragley Way

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

POLICY:

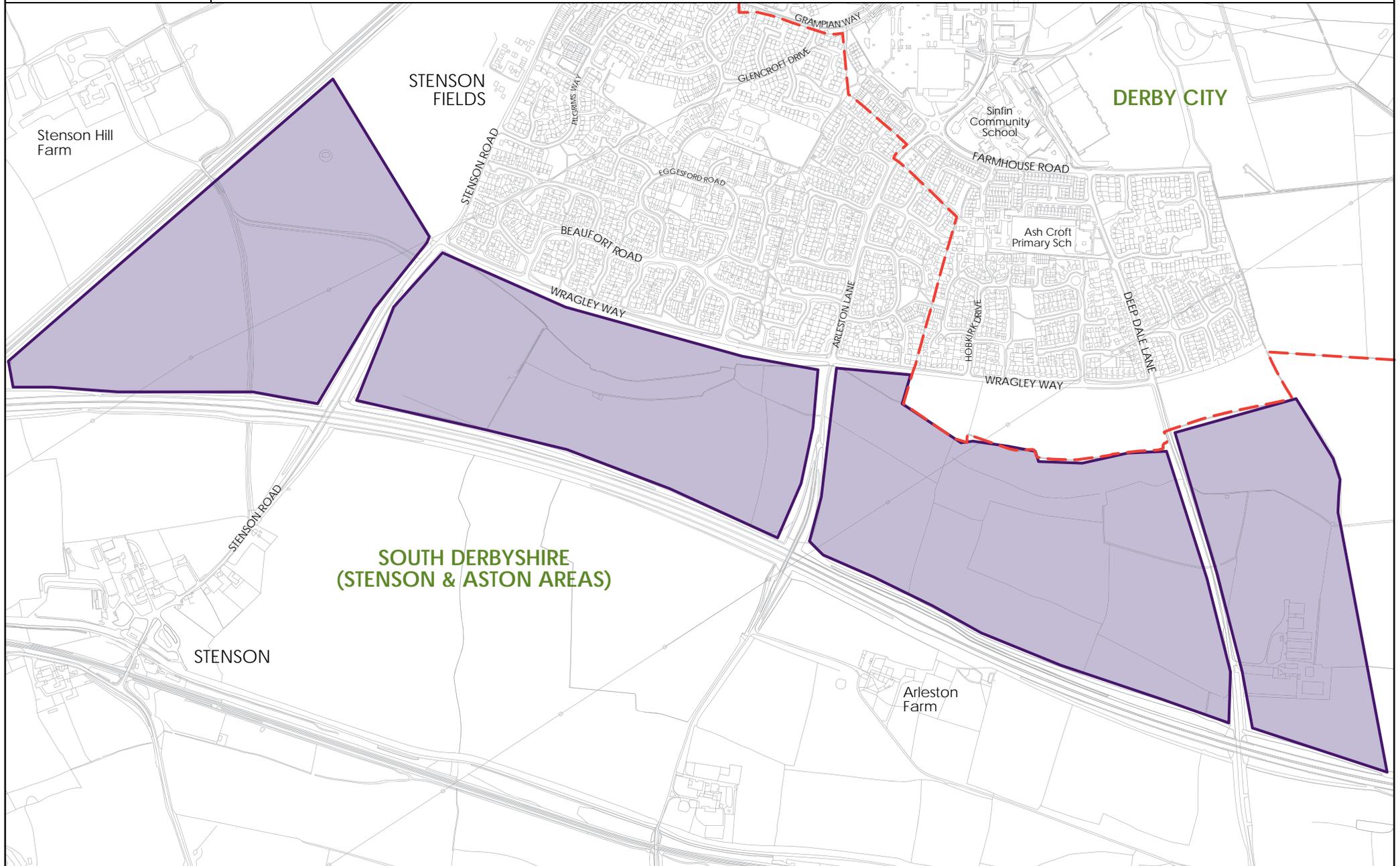
- A Residential development on Land at Wragley Way will provide for around 1,950 dwellings within South Derbyshire.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
- i) New highway infrastructure to mitigate the transport impact on the local and strategic road networks of the whole site. This will include the provision of and/or contributions to the construction of the South Derby Integrated Transport link;**
 - ii) Developer contributions to be made toward improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network;**
 - iii) Any development should not prejudice the construction of a potential junction connecting the site to the A50, which may potentially be needed following the completion of the South Derby Integrated Transport Link;**
 - iv) The provision of sufficient new primary school provision on**

site for the development as a whole;

- v) Developer contributions to be made to secondary school provision on an agreed strategy with the Council;
- vi) Pedestrian and cycle links should be provided across the site and to the nearby residential, retail, employment developments and recreational areas;
- vii) Consideration to be given to the number of occupied homes before completion of the South Derby Integrated Transport Link;
- viii) A new on-site local shopping centre shall be provided which should be commensurate in size to the needs of the community taking into account the surrounding retail provision available. The location of the centre should be the focal point at the heart of the new community;
- ix) The east, south and west of the site will require a green buffer and landscaping from the railway line, the A50 and enhancements to a defensible boundary along Sinfin Moor.



Housing Policy 15: Wragley Way (South of Derby)



Policy H16: Primula Way, Sunny Hill

5.68 This site lies to the south west of Derby City adjacent to existing residential development on Derby City's boundary at Sunny Hill. The site is bordered to the east by the railway line, residential development to the north and open countryside to the south.

5.69 Access to the site is in Derby City through an existing residential area which limits the amount of growth that can occur.

POLICY:

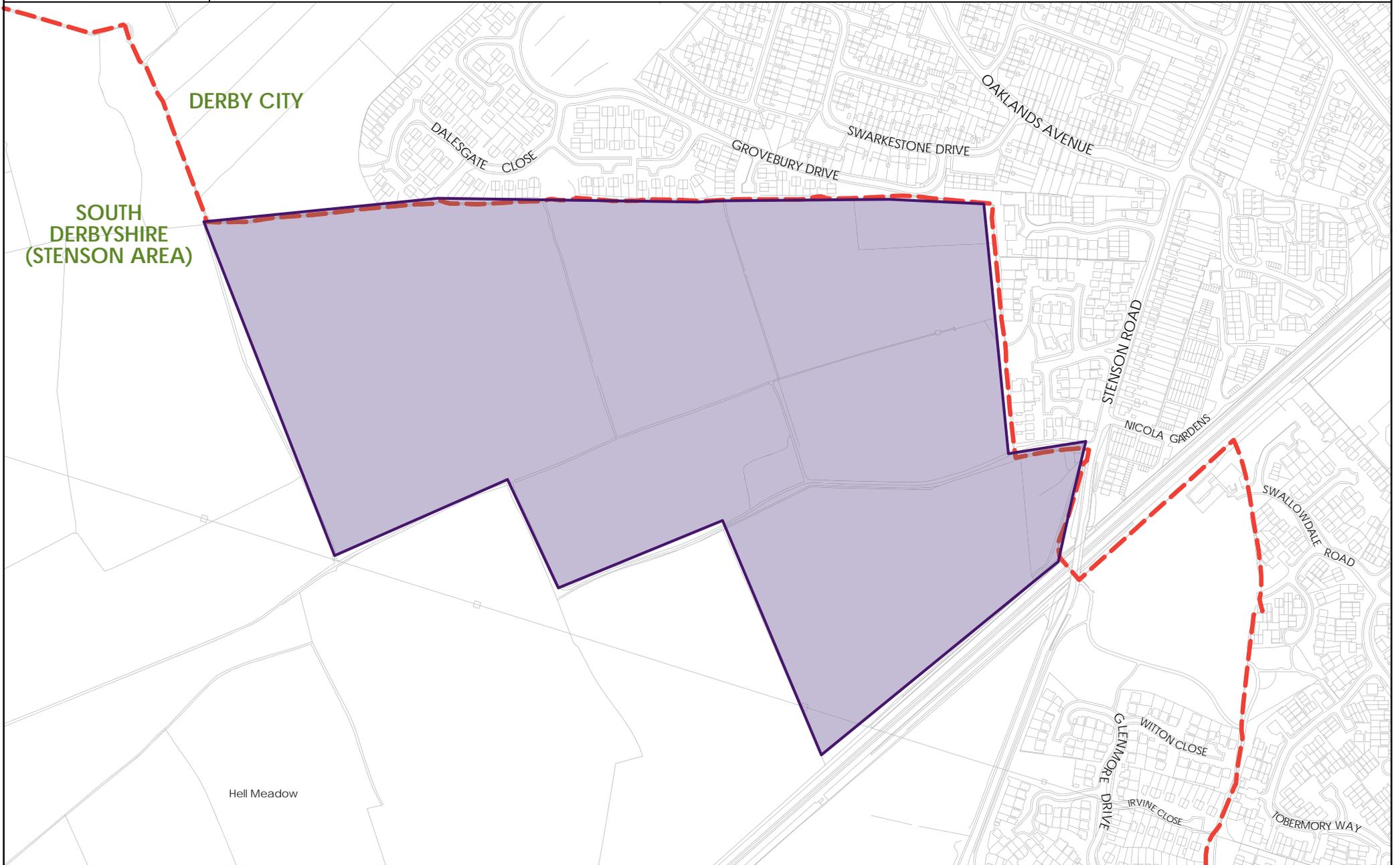
A Residential development at Primula Way, Sunny Hill for around 500 dwellings.

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

- i) The south and west boundary of the site will require a green buffer and landscaping to help soften the housing development against the rural landscape and create a new defensible boundary;**
- ii) An appropriate sound attenuation/noise mitigation from the railway line to the east of the site shall be provided.**
- iii) The development should have pedestrian connections into the existing residential areas within Derby City.**
- iv) Developer contributions to be made toward improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network;**



Housing Policy 16: Primula Way, Sunny Hill



Policy H17: Land West of Holmleigh Way

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

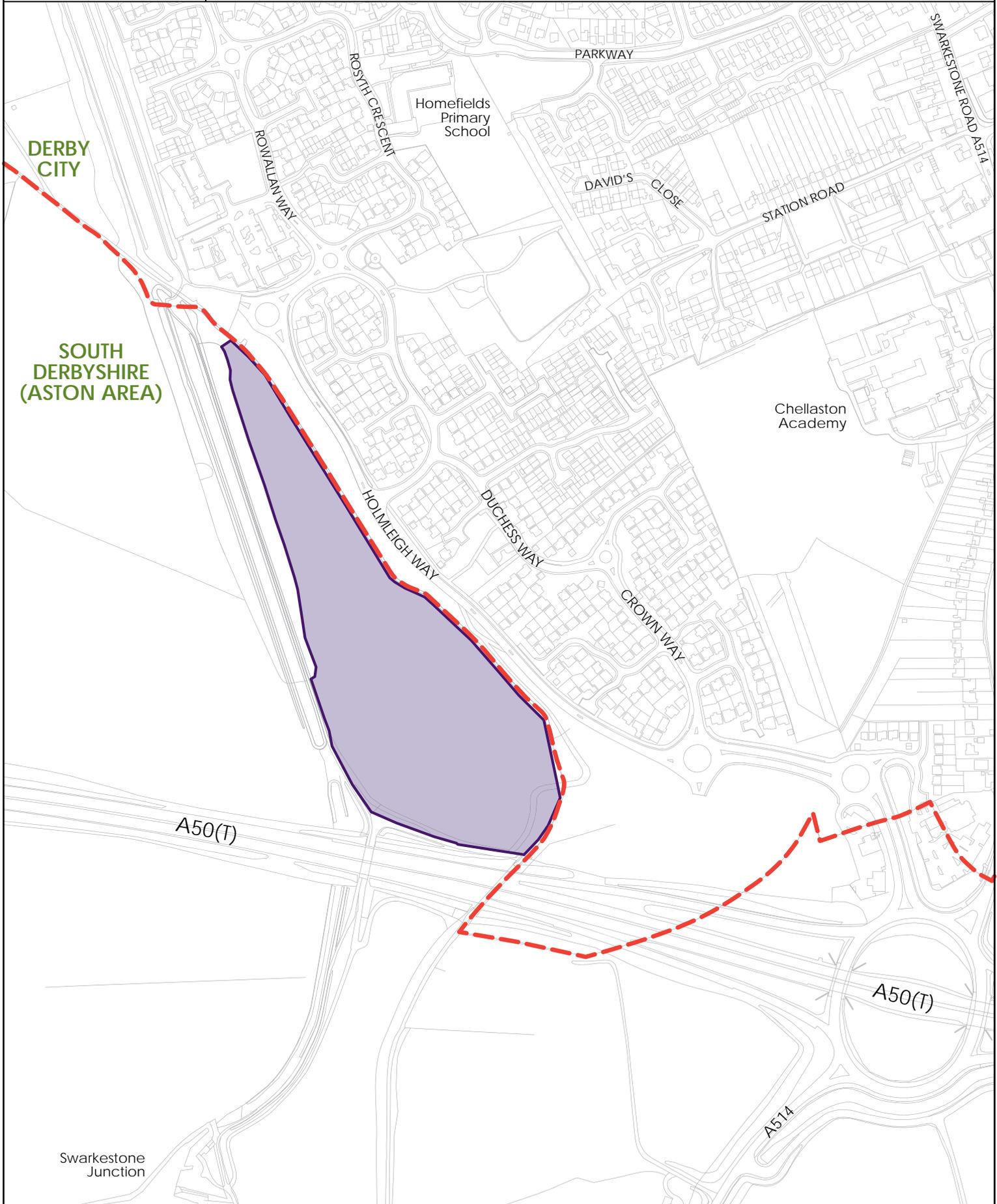
5.71 The site is currently used for agricultural purposes. The former Derby Canal is a Sustrans route which is also a County Wildlife Site which design of the development will need to take account of. The alignment of the Derby Canal has been protected in the current Local Plan Derby City and is a suggested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

POLICY:

- A Residential development on Land at Holmleigh Way will provide for around 150 dwellings within South Derbyshire.**
- B The Council will require the below listed site specifics and accordance with other Local Plan policies:**
 - i) Outgrown hedgerows on the boundary of the site should be retained wherever possible;**
 - ii) Pedestrian and cycle route links into the Sustrans route and the existing retail centre in West Chellaston;**
 - iii) Avoidance of areas of flood risk on site to the north and south of the site due to Cuttle Brook;**
 - iv) Appropriate noise attenuation close to the A50;**
 - v) The development of the site shall not prejudice the development of a new link road to serve development around Sinfin and Infinity Park;**
 - vi) An appropriate buffer between the new housing development and Holmleigh Way will be provided;**
 - vii) Developer contributions to be made toward improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network.**



Housing Policy 17: Holmleigh Way, Chellaston



Policy H18: Land at Hackwood Farm, Mickleover

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

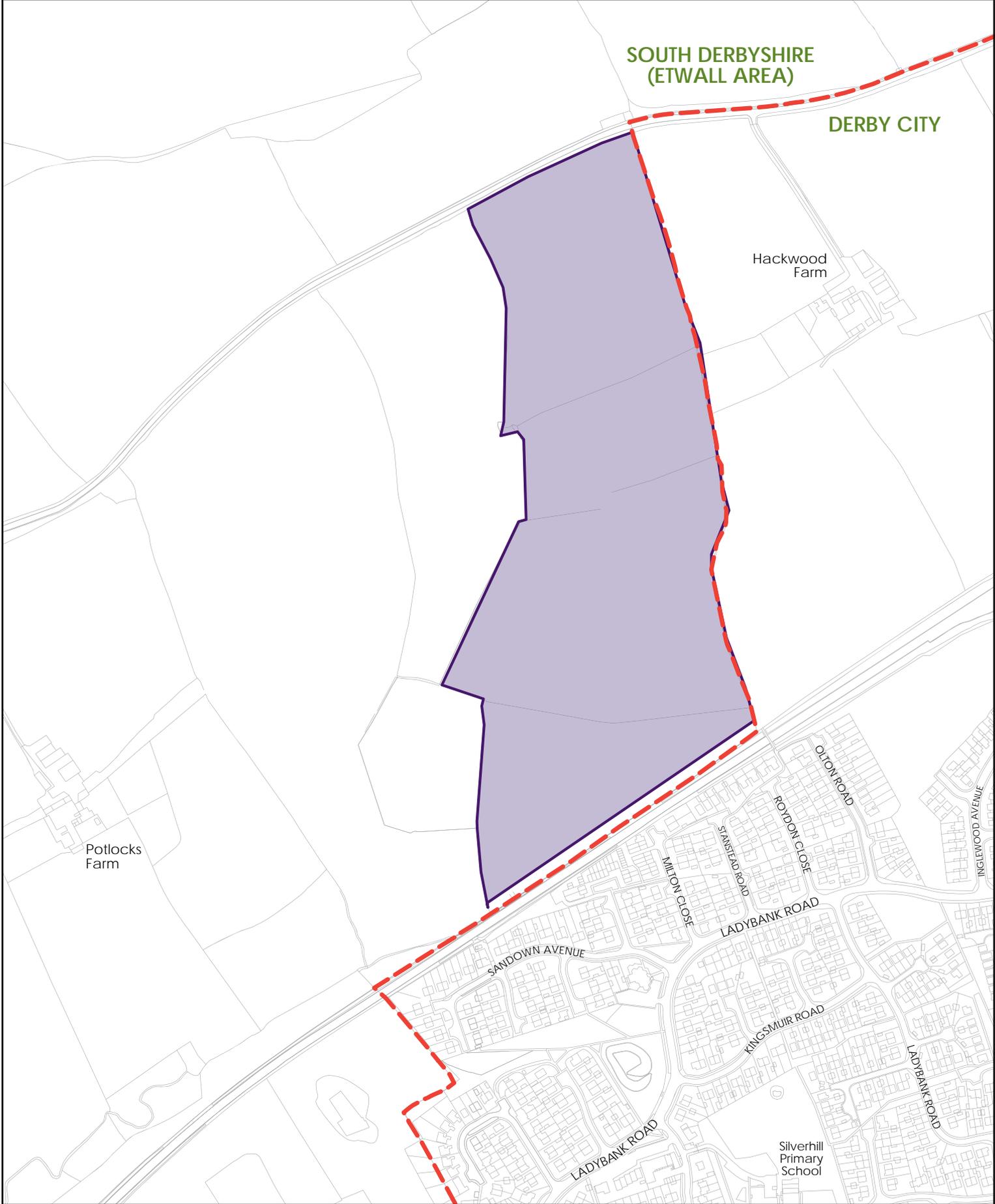
POLICY:

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

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



Housing Policy 18: Hackwood Farm, Mickleover



Housing Balance

Policy H19 Housing Balance

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

Explanation

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

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

Affordable Housing

Policy H20 Affordable Housing

- A** The Council will seek to secure up to 30% of new housing development as affordable housing as defined in the NPPF on sites of over 15 dwellings or 0.5 hectares.

B Consideration will also be given to the:

- i) The local housing market;**
- ii) The viability of any proposed scheme which will be assessed through independent viability assessments;**
- iii) The tenure mix and dwelling type on the site will be agreed by the Council in consultation with the Council's Strategic Housing team having regard to the SHMA;**
- iv) The phases of development that are being proposed.**

C Rural exception sites for local people that are kept in perpetuity will be permitted adjoining existing rural settlements on small sites (less than 25 dwellings) as an exceptional circumstance to normal policy where:

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

Explanation

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

5.79 The main evidence base for affordable housing is provided through the SHMA published in July 2013. There are also Local Needs Assessments which were carried out in 2006 which are in the process of being updated.

- 5.80 The SHMA sets out that across the Derby HMA there is a net need of 7,611 houses required in order to meet the affordable housing requirements up to 2017. The need within South Derbyshire is 1,723 dwellings. In order that South Derbyshire meets this need this would require 51% of the houses built over the period from 2012 to 2017 to be affordable based on 3,364 total dwellings to be provided. This is may not be practicable; however there must be a maximization of the opportunities.
- 5.81 It is not the purpose of the SHMA to suggest what an affordable housing target should be but it does consider that across the HMA in the plan period it is likely that on average 25% affordable housing will be achievable. This obviously means that some of the backlog needs to be met and some sites will of course provide much than the suggested average of 25%.
- 5.82 If a site comes forward as two or more separate development schemes, of which one or more falls below the appropriate threshold, the Council will seek an appropriate level of affordable housing on each scheme or off site contributions to match in total the provision that would have been required on the site as a whole. The District Council does not normally encourage off site contributions and would need exceptional justification for the Council to secure a financial contribution of equivalent value to that which would have been secured by on site contribution.
- 5.83 Rural exception sites could help to deliver housing to some settlements that will see little or no housing growth or where a particular housing need warrants an exception to normal policy. The houses provided on a 'rural exception site' will be for identified locally specific needs through evidence collected by the Strategic Housing team. It is also possible that an identified need cannot be dealt with without some subsidy. This could be achieved through a 'cross-subsidy' site where a small proportion of the site is allowed for market housing which helps to deliver the required affordable housing in the area.

Gypsies and Travellers

Policy H21 Sites for Gypsies and Travellers and for Travelling Showpeople

- A The Council will set the target for new pitches and/or plots according to the most recent needs assessment agreed by the Council. Allocations to meet identified need will be made through a Site Allocations DPD. In identifying land for allocation or determining planning applications for required potential sites, sites will be considered suitable provided they are of an appropriate scale and**

character and the following criteria are met:

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

Explanation

5.84 The Housing Act 2004 requires local authorities to include Gypsies and Travellers in the accommodation needs assessment process, and to have a strategy in place setting out how any identified need will be met.

5.85 In the District, there are two permanent public sites. These are at Lullington Crossroads (owned by Derbyshire County Council and managed by South Derbyshire District Council) and Woodyard Lane, Foston (again owned by the County Council, but leased to a Gypsy who manages the site). The District also has 13 private sites. The total number of pitches provided in the District at present is 70, plus a further eight caravans.

- 5.86 It is recognised that travellers prefer to buy and manage their own sites, thereby living on smaller scale, private sites, and that the location of those sites needs to meet working and living patterns of travellers. This may include countryside locations. Sites also need access to essential services; sites must not damage character of the area and must integrate well with the existing community thereby fostering good community relations.
- 5.87 Whilst proposals for traveller sites may be permitted within the countryside, this does not set a precedent for permanent built dwellings which will not be permitted outside settlement boundaries.
- 5.88 The Government's planning policy for traveller sites is set out in "Planning Policy for Traveller Sites" published in March 2012. The Government's overarching policy objective, is for fair and equal treatment for travellers – facilitating their way of life whilst respecting the interests of the settled community. National policy requires a robust evidence base to establish need in the light of historical demand. The Council will periodically reassess need and the occupation of sites, working with neighbouring authorities where necessary. The most up to date assessment will form the basis for a rolling target of provision.
- 5.89 The national policy states that local planning authorities should ensure their policies: promote peaceful and integrated co-existence between the site and the local community; promote easier access to health services; ensure children can attend school regularly; provide a settled base to reduce long-distance travelling and unauthorised encampments; do not locate sites in areas at high risk of flooding; reflect the extent that traditional lifestyles can contribute to sustainability.

Protocol on Unauthorised Encampments

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