

Appendix 3

SOUTH DERBYSHIRE DISTRICT COUNCIL

This is a Working Draft format for:

Preferred Growth Strategy for South Derbyshire

Working Draft

About this Document

This document invites your comments on a proposed strategy for future house building and employment development in South Derbyshire up to 2028. We are calling this our “Preferred Growth Strategy”.

This is not a statutory stage of consultation but it is important to hear your views on a possible strategy in advance of our plans becoming more fixed next year.

Your views are important in shaping the strategy. We are inviting comments up until 21 December 2012. Details of how you can respond are on page X.

We will take all responses into account in finalising a formal “Publication Draft” Plan next year.

Introduction: The need for Growth

Major reforms have recently been made to the planning system in England.

In particular, the Localism Act paves the way, amongst many other measures, for the abolition of the East Midlands Regional Plan. This will mean the targets setting out the amount of future new homes to be built in South Derbyshire are likely to be scrapped.

However, this does not mean that we no longer need to plan for future development. On the contrary, the new National Planning Policy Framework (“NPPF”) introduces a “presumption in favour of sustainable development” and requires the council to prepare a “Local Plan” setting out a positive vision for future development and growth.

In particular, the NPPF requires local plans to meet “**objectively assessed needs, with sufficient flexibility to adapt to rapid change**”.

Furthermore, the reforms introduce a requirement for councils to plan on a “larger than local” scale and introduce a new legal “Duty to Co-operate”. This means adjoining councils working collaboratively together and with other organisations to meet development needs collectively.

South Derbyshire District Council shares a functional Housing Market Area (“HMA”) with Amber Valley Borough Council and Derby City Council and we are therefore aligning work on our local plans – particularly in relation to planning for future housing and employment growth.

What this Consultation is About

In light of the NPPF and Localism Act, this document sets out South Derbyshire District Council's proposed **Preferred Growth Strategy** up to 2028 and invites your views. This will form the basis of our new Local Plan. It is in alignment with those of Amber Valley Borough Council and Derby City Council with whom we share a functional housing market and who are also currently inviting views on their own growth strategies.

What this consultation covers:

It is important to note, this document is not a draft Local Plan. It is a preliminary, informal consultation explaining the following:

1. Our proposed **vision** and **strategy** for the growth and development of the district up to 2028, consistent with a wider shared vision across the Derby Housing Market Area;
2. The **amount** of housing development we intend to promote and the reasons why;
3. The location of large **strategic** sites we are intending to promote to meet the bulk of future housing and employment needs and our reasons why;
4. An indication of the amount of housing to be promoted on as yet unspecified **smaller sites** throughout the District.

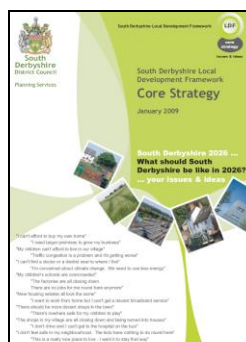
What this consultation does NOT cover:

This consultation does not include detailed "topic" policies which we will need to assess the merits of planning applications e.g. on design, the amount of affordable housing we will require through developer contributions or our approach to renewable energy and climate change. These will be published in a formal "Publication" draft Local Plan next year.

We are also, at this stage, not showing the location of smaller development sites around the District or showing detailed changes to settlement boundaries etc. These will be set out in a separate "Site Allocations" plan which will form a second, more detailed, part of the South Derbyshire Local Plan. The Site Allocations plan will also deal with detailed matters such as settlement and Green Belt boundaries and show the precise areas where land may need to be safeguarded from development.

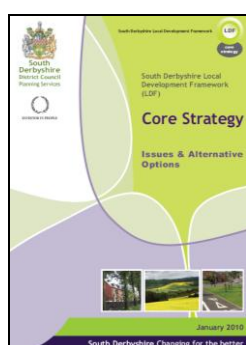
What have we done so far?

Our Preferred Growth Strategy takes into account several previous stages of consultation we have undertaken on our local plan. The key stages of consultation are summarised below:



“ISSUES AND IDEAS” - 2009

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



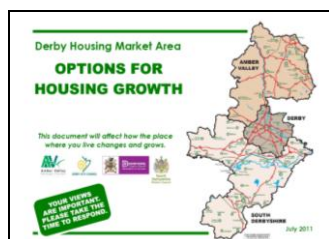
“ISSUES AND ALTERNATIVE OPTIONS” - 2010

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



“NEIGHBOURHOOD PLANNING” - 2011

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



“OPTIONS FOR HOUSING GROWTH” – DERBY HOUSING MARKET AREA - 2011

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

All these documents can all still be viewed on the Council’s website, together with all the formal responses we received. www.south-derbys.gov.uk

A Vision for South Derbyshire in 2028

Previous consultations have set out the key issues which our Local Plan will need to address. These will be set out in full, along with clear objectives, in our formal “Publication Plan” at the next stage of the process in 2013.

However, in the meantime, it is helpful to set out our refined **Vision** which reflects responses we have received throughout previous stages of consultation:

The vision for South Derbyshire is one of sustainable growth, renewal and opportunity. By 2028, the economy will have grown with a more diverse business environment supported by a more skilled workforce. A range of jobs, housing, education, health, shops, services, facilities and green space will be reasonably accessible to all in South Derbyshire by a choice of means of travel.

The strategy for growth will have delivered at least an additional 12,700 homes over the preceding twenty year period and ensured the District's housing stock is better aligned to the needs of - and available to - everyone, irrespective of their stage of life, income or circumstances. The countryside, green spaces and networks which connect them will have continued to have been protected and enhanced and the quality and diversity of the District's wildlife habitats will have been improved. South Derbyshire will have continued to be a major ingredient in the success of the National Forest and have become an increasingly important tourist destination.

To accommodate growth, major urban extensions immediately to the south and south east of Derby will have been developed, accommodating around 6,800 additional homes and providing a wide range of accommodation to meet the expanding housing needs of the City of Derby and South Derbyshire. The growth potential of Derby and these new urban extensions in particular, will have been unlocked through transport improvements, including major new infrastructure where necessary.

Similarly, as South Derbyshire's principal settlement, Swadlincote will have expanded to the south, east and west, to cater for the needs of South Derbyshire's growing population and cementing the economic and commercial role of the town.

The design of all major residential urban extensions will have been shaped by local people and comprehensively designed to provide the highest possible quality living environments being sustainable, prosperous, healthy, safe, clean and energy efficient. A culture of good design will also have become established for all developments in the District.

Swadlincote will have become firmly established as a vibrant town in a high quality retail, residential, commercial, leisure and shopping environment. This

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

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

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

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

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

How will we realise the Vision? - Our Proposed Strategy for Growth

The draft vision above gives an indication of the development priorities for South Derbyshire, in the context of its place in a wider housing market area.

This reflects the fact that there are some stark choices to be made in deciding how to accommodate future development. Aside from the overall *amount* we should be planning for (see below), key questions are whether we ought to pursue strategies of:

- urban concentration – i.e. putting as much growth as possible around the larger urban areas – **or**
- a more dispersed approach, promoting a larger share of overall development needs to villages and other rural locations – **or**
- building a completely new settlement from scratch - **or**
- a combination of the above.

Our previous “Alternative Options” consultation in 2010 and “Options for Housing Growth” consultation in 2011 specifically asked for views on these important questions. The responses received can still be viewed on the Council’s website at: www.south-derbys.gov.uk

We have listened very carefully to all the comments we have received. All of these potential strategies have their advantages and disadvantages.

In summary, however, many people supported the idea of locating development close to where higher order shops, jobs, transport, services and facilities are available in Derby, Swadlincote and the Amber Valley towns. As part of this, a very clear concern has been to make maximum possible use of underused and derelict sites, rather than building on greenfield sites.

However, others raised concerns about overcrowding and congestion in urban areas and feel that development could be spread around in order to relieve the pressure on any given location.

Similarly, many people strongly felt that development is needed in villages to maintain sustainability in rural areas.

Having considered all the views expressed, we propose a strategy which seeks to meet the objectively assessed need in the Housing Market Area in a way which most closely supports regeneration and prosperity in each of the city, town and village locations.

In South Derbyshire, this means the following:

1. Helping meet the needs of the City of Derby and providing choice for South Derbyshire residents to live within easy reach of the City. This will assist in the sustainability of services and facilities in the City and ensure a substantial number of new households are within easy reach of a range of employment opportunities; and
2. Promoting strong growth and regeneration in and around Swadlincote; and
3. Allocating large scale development in those key villages where there would be distinct community benefits in doing so and other locations which would secure the sustainable re-use of previously developed land; and
4. promoting rural vitality through development in other villages and smaller rural settlements throughout South Derbyshire on a scale appropriate to their size, role and characteristics on the basis of a **settlement hierarchy**; and
5. promoting and retaining major employment sites in urban areas and other locations which are or can be well served by infrastructure, including public transport.

This proposed strategy has shaped our conclusions on the two key questions of how much development we should be planning for and the locations we should be promoting growth.

These are dealt with in detail in the next section.

How much development should we plan for?

Housing Development

Following the Coalition Government's announcement of its intention to abolish the East Midlands Regional Plan in July 2010, the three authorities in the Derby Housing Market Area decided to take a step back and re-consider the scale and location of new housing.

In the light of a wide range of responses received to our subsequent "Options for Housing Growth" in July 2011, the local planning authorities jointly commissioned a 'Housing Requirements Study' from specialist consultants.

As part of this, the consultants have looked in particular at national population and household projections in recommending an appropriate scale of housing for the period 2008 – 2028. For the HMA as a whole, there is evidence to suggest that projected increases in households through net in-migration are somewhat high and that the average size of households has not been declining as fast as projected in Derby and South Derbyshire in particular.

The study recommends that an appropriate scale of housing growth between 2008 – 2028 for the Derby Housing Market Area is around **33,700** dwellings.

The local authorities have considered this figure further, with our respective development objectives in mind, in deciding how it can most sustainably be distributed between the three council areas. In particular, the proposed split reflects evidence of a finite capacity (c12,000) for the City of Derby to meet its needs within its administrative boundaries on brownfield and other sites. A large proportion of the housing need is required to be met in close proximity to the Derby urban area. The distribution strategy also reflects the fact that the least constrained options for physical extensions to Derby appear to lie in South Derbyshire whilst there is also the opportunity for a major brownfield development in Amber Valley at Denby.

Accordingly, the following table sets out the proposed scale and distribution:

Table 1:
Proposed Scale of Housing and Local Authority Distribution

Local Authority	Target	of which extensions to the Derby Urban Area
Amber Valley	9,000	530
Derby City	12,000	N/A
South Derbyshire	12,700	6,850
Total	33,700	7,380

Further background information to this study is set out in Appendix A. A copy of the full report can be viewed at [Insert Link]

The Need for Additional Dwellings in South Derbyshire

In planning for an additional 12,700 dwellings in South Derbyshire, the Council needs to take the following into account:

- Dwellings which have already been completed since 1st April 2008
- Unimplemented planning permissions for dwellings as at 1st April 2012 and unimplemented sites already allocated in the South Derbyshire Local Plan 1998

We also need to make an allowance for any future losses of existing dwelling stock which may arise between 2012 and 2028 which we estimate to be in the region of 150 dwellings.

In particular, a substantial number of dwellings already have planning permission on three large sites adjoining Derby following a conjoined public inquiry in 2008, and also at the former Drakelow Power Station site.

This means that, in South Derbyshire, new sites need to be found for around **5,560** dwellings. Further details are set out in Table 2 at Appendix X.

In selecting preferred sites to meet the district's needs, early delivery of housing supply will be important and we will need to choose a combination of sites which are likely to come on stream over the short, medium and long term.

We have assessed in detail the site options which are available to us. These were, in the main, published in our 'Alternative Options' consultation 2010 and have been supplemented with more recent information. Our site assessments have been based upon consideration of a wide range of environmental, economic and social concerns and take into account the many comments we have received in response to previous consultations.

Taking into account the strategy set out on page X and in particular the need to accommodate a substantial amount of housing to meet housing needs which are unable to be physically accommodated within the City's boundaries, the following strategic sites are being preferred to implement the Council's Preferred Growth Strategy.

Where should growth be located within South Derbyshire?

Around Derby:

It will be important to accommodate housing needs which arise as a result of the District's proximity to the City of Derby.

Therefore, in South Derbyshire, a significant proportion of housing is proposed to be met on sites which are physically adjacent to the City – reflecting the availability of deliverable development options.

A brief commentary is provided in relation to each site together with our reasons for preferring them. We also include, at Appendix X, a map showing the strategic sites we are not preferring.

General Principles

In general, our transport assessment work indicates that road congestion around the City is a key issue and it will be important to mitigate the effects of development so far as possible. Although development in all locations poses problems in this regard, there appears to be more scope for serving major new development by a choice of modes of transport to the south and south east of the City. Bus patronage in particular, appears to be much more difficult to achieve to the west of the A38.

The impact on the trunk road network is also a key concern and development to the west of the A38 is likely to cause significant problems in terms of traffic which is likely to wish to cross it. In this regard, the Highways Agency have expressed concerns about additional development in this area in advance of being able to implement grade separation improvements to key junctions on the A38.

School place planning is similarly a key issue and, with John Port Secondary at Etwall being at near capacity with limited scope to expand, it appears that directing development to the south and south east of the City is likely to prove a more manageable strategy. Further work is needed on school place planning however and the following site information does not specify, at this stage, how and where additional school pupils would be accommodated.

Development to the south and south east of the City is also capable of being contained within firm southerly defensible boundaries offered by the A50. Equally, the landscape in this general area tends to be more able to accommodate major development in contrast to areas further west which would be more obvious intrusions into attractive open countryside.

The following proposed allocations therefore reflect the above key concerns.

Important

This document makes clear the proposed major sites which the Council, along with other councils in the HMA (where relevant), believe are to be preferred and those which are less preferred. However, our conclusions are preliminary while further evidence is collected – particularly in relation to transport/road impacts, school places and employment land needs. Judgements on the merits of all sites will therefore be considered on an ongoing basis in the light of this consultation and further infrastructure assessment work.

Furthermore, assumptions around the number of dwellings expected from individual sites are, in many cases, subject to ongoing discussion with site promoters. It should also be noted that the NPPF requires local plans to include flexibility to respond to rapid change in demand. Some sites, therefore, which are currently “less preferred” may need to be identified as “reserve” sites in the Publication draft next year.

The precise details for most sites are not yet known including detailed access arrangements, site layouts and design. However, our Local Plan will encourage all major site developers to actively engage existing residents in drawing up detailed proposals which may result in Masterplans being produced and being adopted by the Council.

INSERT Preferred Sites Key Diagram for Derby Urban Area:

Around Derby:

Boulton Moor Phase 2 – around 700 dwellings

This site lies to the south east of Derby and represents a westwards extension to a site which already has planning permission for 1058 dwellings.

It also adjoins an area of land which is being preferred for development in the emerging Derby Local Plan for 800 dwellings.

The likely impacts of the site have already been considered in an Environmental Statement in tandem with the committed site to the east. It could take advantage of services and facilities being provided as part of the committed development.

The road network is likely to have sufficient capacity to accommodate development at this scale, the site is in close proximity to a proposed Park and Ride scheme and it is likely that the site could be well served by public transport.

In landscape terms, the development would relate well to the existing urban edge of the City and committed development in the vicinity and could be accommodated so as not to prejudice the integrity of the Green Wedge defined in the City of Derby Local Plan.

Boulton Moor Phase 3 – around 190 dwellings

This site lies to the north of Shardlow Road and to the west of the A6 Alvaston Bypass. Whilst it lies in the Green Belt, it is a relatively small site which is now entirely contained by major roads. In other respects, the site benefits from very similar characteristics to those at Boulton Moor Phase 2.

Chellaston Fields – around 500 dwellings

This site would represent an extension to Chellaston and is bounded to the south by the A50 trunk road. As a smaller strategic site, it is likely to be deliverable in the short to medium term.

Land off Holmleigh Way – The “Tadpole” site – around 150 dwellings

This site is of a smaller scale than would be normally be regarded as “strategic”. However, its location as an urban extension to Derby merits specific mention in this strategy. The site lies immediately to the west of the existing Chellaston West development and would be bounded to the west by the safeguarded route of the disused Sandiacre canal. As a small strategic site it could deliver housing supply in the short-term although access is

contingent upon the development of an area of land (also being preferred for development) lying immediately to the east in Derby City Council's area.

Wragley Way – around 1,950 dwellings

This site lies immediately to the south of Stenson Fields and is bounded to the south by the A50. It would involve an extension to a site for 500 dwellings which already has permission and extend eastwards beyond Deepdale Lane.

It forms the majority part of a larger strategic site, a small part of which lies within Derby City. The latter would provide around 180 dwellings.

There are a number of environmental constraints including TPOs, flood risk areas and a potential wildlife site. The site is also crossed by power lines and gas mains easements but the majority of it is capable of being developed. This location also represents a green buffer between the built up area of Derby and the A50 when viewed from the latter and crossing points over it in particular. It would therefore represent an intrusion into the countryside.

However, the site is in a good location in relation to access to services and facilities with proximity to public transport and the Sinfen District Centre including a food superstore, library, post office and health centre.

A primary issue is transport and in particular the impact on the already heavily congested Stenson Road corridor. The site promoter proposes the construction of a new junction onto the A50 at Deepdale Lane which would be intended to provide better access to the area and relieve traffic on the existing A514 junction at Chellaston.

Our early transport assessment work casts some doubt over the effectiveness of the development of a new junction on its own. Further work is required on this but other transport solutions need to be explored more fully, including a possible new Southern Derby Link Road connecting the A514 roundabout to Rykneld Road at Littleover.

Land off Primula Way, Sunny Hill – around 500 dwellings

This site would form an extension to a site which was recently granted permission for 145 dwellings, subject to signing of a legal agreement, at Sunny Hill, Derby. The first phase will include flood management measures to address flood risk associated with development as well as pre-existing drainage problems experienced by residents in the area.

As a smaller site it could offer potential for shorter term supply of dwellings.

Around Swadlincote/South of the District:

General Principles

As noted in the Strategy section, there is a need to accommodate growth in the Swadlincote urban area to support the continuing revival of the town and to achieve regeneration on brownfield land. Relating to all development options, there will be a need for expanded and/or new facilities at both primary and secondary level and further discussion with the Local Education Authority and others will be needed. In particular, there are serious constraints on the scope to accommodate additional primary school pupils in the Woodville area.

Similarly, further detailed assessment of the likely effects of new developments on roads will be needed.

In the meantime, the following site are preferred for development:

INSERT Diagram of Preferred Sites Swadlincote

Land in the vicinity of Church Street/Bridge Street – around 400 dwellings

This area includes two sites which could accommodate around 400 dwellings. The first lies immediately to the south of Church Road in Church Gresley. Whilst greenfield and open countryside, it would represent an urban extension to the Swadlincote urban area with many services and facilities in close proximity and with easy access to Swadlincote Town Centre. The site provides a particular opportunity to accommodate the development of a replacement football ground for Gresley FC, who have outgrown their current premises a short distance to the north.

Whilst further work on school place planning will be needed, it appears that an additional primary school will be required to accommodate growth in Swadlincote. This site appears well placed to accommodate such a facility.

Access could be off Church Street or via the adjacent Thorpe Downs Estate, or both.

The provision of land for sports facilities would also enable the redevelopment for housing of the second, smaller, site to the east of the Thorpe Downs Estate which has thusfar been reserved for such use.

Regeneration in Woodville – 0 dwellings

The Council has a longstanding commitment to achieving regeneration in Woodville through the redevelopment of land between Occupation Lane, Woodville and Swadlincote Town Centre.

This significant site, with a developable area of around 35 ha, presents an opportunity to re-use poorly restored land to provide new jobs. Development at this site would be dependent upon the provision of a Woodville Regeneration Route which would open up access for development as well as providing relief to chronic traffic congestion and associated environmental problems at the Clock roundabout. It would also improve access to Swadlincote from the A511 and A42 to the east. As well as providing development land and improving access, there is the opportunity to “repair” the existing urban environment in Woodville, provide enhanced green spaces, community facilities and tree planting reflecting its key location in the Heart of the National Forest.

Much local consultation has already taken place on development principles in this area. It is clear there is strong support for the principle of the Regeneration Route and bringing forward new business uses on the land. Housing, in particular, was not widely supported particularly given the strong recent levels of such development in the area. There are also difficulties in accommodating additional primary school pupils in the Woodville area. Accordingly, the Council has been encouraging development proposals to be drawn up which would include the development of a Regeneration Route, jobs, open space and community facilities.

However, prospective developers on this land are continuing to assess development viability on this site and indicate problems of land instability and past contamination. This may mean that other non-employment uses may need to be considered, including some residential.

In view of past housing growth, the Council will not support any additional residential development in this area beyond that which would be essential to ensuring the viability of a wider regeneration scheme. Further work is therefore required which will be included in a formal Draft Plan next year. In the meantime, no numerical contribution to housing land supply is being assumed in this area.

Broomy Farm – around 400 dwellings

This is a large greenfield site lying to the west of the A514 Hartshorne Road, immediately to the rear of the Granville School on the A511.

Existing bus services pass the site providing good connections to nearby services and facilities including Swadlincote Town Centre.

The site lies a short distance off the Clock Roundabout however, and it is likely that development would be contingent upon completion of the Swadlincote/Woodville Regeneration Route.

Furthermore, the site lies within Woodville where there are particular problems in accommodating primary school pupils.

Land north of William Nadin Way and west of the Council Depot – around 400 dwellings

This site lies to the west of the Council's depot which has recently been granted planning permission for redevelopment for housing.

The site occupies land that has, to date, been reserved for recreational use in the existing South Derbyshire Local Plan. However, the construction of a public golf course, academy and associated development is currently underway immediately to the west which will deliver the recreational facilities that have long been anticipated in this area.

Nevertheless, this site could also assist in securing further recreational facilities and environmental improvements in its immediate surroundings as well as enabling substantial and sustainable investment at the nearby Green Bank Leisure Centre.

In other respects, this site also represents a sustainable location with the wide range of facilities and services at Swadlincote Town Centre a short distance to the east.

This development could therefore complement the existing golf/leisure facilities already underway, the substantial employment developments which have been taken up along William Nadin Way and make an essential contribution to ensuring the future of a modern leisure centre serving the town as a whole.

Insert Preferred Sites Villages

The proposed strategy supports strategic development in key villages in South Derbyshire where this would deliver distinct benefits to those communities:

Land to the north east of Hatton - around 300 dwellings:

A broad area of land as a north eastern extension to Hatton, east of the A511 and south of the Derby Road is proposed for development. The exact development boundaries, however are still to be determined,

Hatton is a sizeable village which offers a range of everyday facilities and services including a railway station, bus services, supermarket, post office, shops, pubs and primary school. These would be accessible from the proposed development.

Development here would involve development in the countryside and Hatton lies within an area of flood risk.

Critically, however, it would also have the potential to facilitate relief from HGV traffic on Station Road by providing an alternative access to the major Nestle manufacturing plant. Currently, this plant has a single point of access/egress

for HGV traffic and any development here would be conditional upon provision of such an alternative access. In the longer term, the new access could also represent the first phase of a possible full Hatton Bypass and would be expected to be designed as such. Development here would also help provide additional working population in the settlement to support its expanding employment base and the nearby Dove Valley Park.

Whilst the whole of Hatton lies in an area of flood risk, new defences are planned for the lower River Dove Catchment Area which this development could contribute towards and help fund. Coupled with the other clear benefits to Hatton that could arise from development, there may therefore be an exceptional case for promoting development in this location.

Whilst planning for school places is ongoing, it is understood there is capacity at Heath Fields Primary and whilst John Port Secondary is nearing capacity, there would be sufficient scope to accommodate the pupils likely to be generated from a smaller strategic development at this scale.

Achieving safe and adequate access to the site would be essential. In this regard, a roundabout on Derby Road, incorporating Sutton Lane as a fourth arm, would reduce vehicle speeds on the classified road and improve the substandard Sutton Lane junction.

Land around Hilton - 0 Dwellings

Hilton is a substantial settlement with a population of around 7,000, much of which has been as a result of rapid development on the site of the former MoD depot.

Whilst this development has provided much needed housing and some everyday facilities and services, our previous consultations have identified a need to provide new and/or improved infrastructure in the area. In particular, school places are a key issue with the Hilton Primary being over capacity and among the largest in the county.

There may, therefore, be opportunities for achieving new investment in infrastructure through developer contributions from a measure of further residential and/or other types of development. Major residential is not preferred in view of the scale of previous growth in the settlement although further feasibility work is required on this. For the time being, therefore, no numerical allocation for additional housing is being proposed at Hilton. A key principle when considering the allocation of any land for development will be the need to retain a balance of employment land with residential.

Other Development

In addition to the specific sites being preferred for development, the strategy relies upon development of a substantial amount of housing on unspecified sites throughout the towns, villages and hamlets in South Derbyshire. These will be promoted to ensure sufficient development to allow sustainable growth

in villages but on a scale which is appropriate to their size and role. We estimate that such development could provide up to 500 dwellings in total up to 2028. Our draft Plan next year will contain a “Settlement Hierarchy” identifying key villages which are most able to accommodate such development on the basis of an assessment of local facilities and services.

Sites of a scale of around ten dwellings and above will, where appropriate, be identified in a separate Site Allocations document which will be drawn up to follow closely on from the Local Plan next year.

Working Draft

Sites not being preferred

Around Derby:

Newhouse Farm – around 1,800 dwellings

This would represent a major western extension to Mickleover. Whilst a wide range of services and facilities are available within the District Centre, it is unlikely that direct or easy access to these could be achieved by foot, public transport or car. Early transport modelling has shown that it is unlikely this site could be well served by public transport. This work also shows that a possible Park and Ride scheme would be unlikely to be effective in switching journeys from car to other modes of transport.

Furthermore, the Highways Agency have expressed concerns about additional development to the west of Derby in advance of being able to implement grade separated improvements to key junctions on the A38.

This development would also represent an intrusion into sensitive countryside which, even through extensive landscaping and careful design, could only be partly mitigated.

Access to secondary school places at John Port School would also be a particular difficulty given its very limited capacity for expansion.

Hackwood Farm – around 200 dwellings

This site would be an extension to a larger site which lies within the City of Derby.

It does not relate well to existing facilities and services and it would be likely to be difficult to secure access by public transport. This site would also represent an intrusion into sensitive countryside.

The lack of significant additional capacity at John Port and Murray Park schools would also be a particular difficulty.

The Highways Agency have expressed concerns about additional development to the west of Derby in advance of being able to implement grade separated improvements to key junctions on the A38.

Around Pastures Development – around 2,000 dwellings

As well as the constraints in this general area to the west of Derby described above in terms of public transport, secondary school places and trunk roads, development around the former Pastures hospital would represent a particularly prominent intrusion into the countryside.

Land at Highfields Farm, Rykneld Road, Derby – around 650 dwellings

This site is detached from the existing southern edge of Derby being separated by the consented Highfields Farm site to the immediate north and the Rykneld Road allocation in Derby City to the north west. Construction is yet to start on both sites. Development in this area would extend the built up area of the city beyond the proposed Country Park which forms part of the consented Highfields Farm scheme and would be relatively inaccessible in respect of access to local services and facilities including employment.

A major extension to the permitted Highfields Farm site would also risk encroaching onto the village of Findern to the south.

Access to secondary school places at John Port school would be also be a particular difficulty given its very limited capacity for expansion.

West of Chellaston – around 1,000 dwellings

This site would be a westwards extension to the existing 'Chellaston West' development (in Derby City) and would be accessed off a road (known as the "T12" link) shortly to be constructed as part of Derby City Council's Global Technology Cluster.

Whilst a small local centre exists as part of the Chellaston west development in Derby, this very large site does not appear to be particularly accessible to the shops and services in Chellaston and would potentially block off the mouth of the City Council's designated Green Wedge to the north.

Around Swadlincote

South of Cadley Hill – around 600 dwellings

This site is currently designated as an employment site in the Adopted South Derbyshire Local Plan. It represents the last major employment site opportunity in this part of the District and has been independently assessed as being good quality for employment purposes. It is therefore not being preferred for residential development.

Land to the West of the A444 – around 350 dwellings

These two sites would breach the ridgeline immediately to the west of the A444 and would represent substantial intrusive development in the countryside in an area which is divorced physically from the urban area of Swadlincote.

Land South of Goseley – around 600 dwellings

This site is not contained by urban development and is surrounded by countryside to the north and east. Development would represent an intrusion into the countryside reducing the separation between Woodville and the village of Hartshorne. The site is also visually prominent from high ground to the north.

Development in this location would also be likely to exacerbate congestion on the Clock Roundabout and it is likely that development would be contingent upon completion of the Swadlincote/Woodville Regeneration Route.

The site lies within Woodville where there are particular problems in accommodating primary school pupils.

Land at Butt Farm, Woodville – around 400 dwellings

This site could be served by two potential accesses onto the adopted highway, one to the north off Vale Road and one to the south off Ashby Road. Neither access appears adequate to service a site of this size.

In addition, the site slopes down towards Vale Road and steeply up towards the A511. The landform and topography of this site would make development in this location prominent from high ground to the north and reduce opportunities to integrate the site in to the surrounding built environment.

The site lies within Woodville where there are particular problems in accommodating primary school pupils locally.

Land East of Sandcliffe Road – around 700 dwellings

The development of this site would be very prominent from the north and would be particularly intrusive in view of the local landform and lack of well-established features around the development site that could help screen development.

An urban extension at this location would also extend the built up area well beyond the existing urban footprint. Furthermore, direct access to Swadlincote would be frustrated by the impermeability of the adjacent cul-de-sac development to the south.

Mount Pleasant Extension – around 500 dwellings

This site would be a significant prominent development in the countryside and it is unclear how the land could be adequately accessed. It is also less accessible to services and facilities in comparison to other preferred sites in the Swadlincote urban area.

Extensions to Winshill, Burton Upon Trent – around 1,450 dwellings

These two site options would represent urban extensions to the built up area of Burton Upon Trent at Newton Road and Hawfield Lane, Winshill. Both these sites would be particularly intrusive into the countryside and, the latter site in particular would be likely to prove difficult to adequately access by car. East Staffordshire Borough Council share concerns about the likely impact of development at these two locations.

Around villages – around 1,600 dwellings

A number of strategic scale developments have been promoted by land owners and developers, the largest around Aston and Repton. None of these

locations are considered capable of accommodating substantial levels of development without unacceptable harm to their intrinsic character.

However, local scale development will be supported in the forthcoming Site Allocations document (Local Plan “Part 2”)

Strategic Employment Development

The Local Plan will need to assess the requirement for additional employment land to accompany future housing growth. Work is currently underway on this and it is not yet known whether new land will be needed and how any such provision should be distributed around the Housing Market Area. For example, it may be possible to rely to some extent on provision within Derby City to help meet the employment needs of those living nearby within South Derbyshire. Detailed proposals will be formally included in the Publication Draft Plan next year.

In the meantime, however, two potential strategic scale employment developments merit inclusion in this consultation.

Dove Valley Business Park – Site for Exceptionally Large Individual Employment Developments

The Dove Valley Park is an existing employment site at Foston with direct access of the A50 and has proven attractive to investors with existing occupiers including Truma, JCB, Futaba and Dairy Crest.

It is allocated in the adopted Local Plan for industrial and business uses and although the majority has now been developed, some 19 hectares remains available.

In addition, the site owner has identified the potential to expand the established site onto adjacent land to the north, providing a further 24 hectares. However, the site’s rural location means that accessibility other than by car is severely limited. Moreover, there are other existing sites within the district that are more sustainable in this regard and therefore more suitable for accommodating future general employment land needs.

Evidence suggests there may be a demand for exceptionally large single user occupiers which currently cannot be accommodated in a timely manner on any existing business park within the Derby Housing Market Area and which are therefore being “lost” to locations elsewhere in the UK. The Council therefore proposes to allocate land as a northwards extension to the Dove Valley Park to accommodate such end users. The fact that the site is well established means that new development can be brought forward relatively quickly, although there may be a need to expand drainage capacity to accommodate significant additional growth.

Allocation of this land would provide the degree of flexibility needed to meet the exceptional needs of potential investors, supporting economic growth and

secure employment that might otherwise be diverted to sites beyond the Housing Market Area. In order to address the question of sustainable accessibility, the release of any additional land at Dove Valley Business Park would need to be accompanied by a comprehensive travel plan for the entire site, with actions aimed at minimising trips by private motor vehicle and maximising access by sustainable modes, including public transport.

Any extension to this Park would also need to be capable of being carefully and satisfactorily designed to be acceptable in terms of its visual and amenity impacts on the surrounding area.

Extension to Derby Global Technology Cluster

The Global Technology Cluster is a proposed business development of around 90 hectares at Sinfyn Moor in Derby, which is currently allocated for development in the City of Derby Local Plan. It is intended to offer a hi-tech location to small and medium sized enterprises with workspaces, offices, teaching, conference and catering facilities. In particular, it reflects the fact that Rolls-Royce, Toyota and Bombardier plus other smaller companies and their supply chains have made Derby a hub for aerospace, rail and automotive technologies.

There may be potential to extend the proposed Global Technology Cluster southwards across the South Derbyshire administrative boundary towards the A50. The area within South Derbyshire would potentially measure some 30 hectares. Any such extension would be dependent upon the provision of suitable road access, public transport and measures to prevent flooding in consultation with Derby City Council and the developers of the remainder of the site to the north. Development here could provide a logical expansion of the GTC site and balance proposed housing development to the south of Derby, helping to meet the employment needs of South Derbyshire residents. However, it is unlikely that land in this location would come forward before substantial progress had been made in developing the remainder of the site within Derby and it would not therefore be expected to be developed until the latter part of the plan period at the earliest.

Strategic Rail Freight Interchange Development

Proposals have been mooted for some time by developers for a major rail connected business and warehouse development to the south of the A50 and west of the A38 at Egginton Common. Our 'Alternative Options' consultation in 2010 identified various site options to accord with the then Regional Plan requirement to accommodate such a facility.

To date, however, no formal proposals have yet been provided to the local authority. Furthermore, national planning rules have changed to make clear

that as a nationally significant scheme, any such proposal would now be determined at Government level rather than by the District Council.

It is not therefore a matter which this Local Plan ought to consider as a development proposal. We do, however, intend to establish clear criteria in our formal draft Publication Plan next year to highlight issues which the Council would expect to be considered in the event of an application being made. These will reflect concerns raised by people in previous consultations including flood risk, HGV and other traffic, landscape, noise, ecology, lighting and so on.

Green Belts

There are two areas of Green Belt in South Derbyshire and we propose to retain the principle of both of these.

The NPPF advises that Green Belt boundaries should be established in local plans and should only be altered in exceptional circumstances at the time of a local plan review. It further advises that at the time of a local plan review, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.

In this regard, local planning authorities are advised to consider the need to identify “safeguarded land” between the urban area and the Green Belt, in order to meet longer-term development needs stretching “well beyond” the plan period.

The Nottingham – Derby Green Belt

Given the size and growth needs of Derby, it is important to review whether likely future development pressures (beyond 2028) are capable of being accommodated without needing to delete Green Belt land in and around the Derby urban area.

It is clearly difficult to anticipate development needs beyond the plan period with any certainty. Furthermore, there are likely to be a range of options for future urban extensions to Derby which would not require the development of Green Belt land. Nevertheless, Derby is likely to sustain ongoing and long-term growth and it is important to consider the risk of long-term development posing a threat to the permanence of Green Belt land.

Accordingly, a review of six broad areas of the Green Belt around the Derby urban area has been undertaken. The review has concluded that all areas continue to be important in fulfilling the purposes of including land within the Green Belt.

However, an area of Green Belt land to the south east of Derby, south of Boulton Moor saw the construction of the A50 and A6 spur roads in the late 1990s. In the context of needing to consider “safeguarded” land, there is the

potential, if necessary, for these major roads to represent new readily recognisable physical inner boundaries in this part of the Green Belt.

It is therefore possible that an area of land approximately 225 ha to the west of the A6 spur and to the north of the A50 could be formally “safeguarded” to meet longer-term development needs stretching well beyond this plan period. Any eventual development would be unlikely to prejudice the overall integrity of the Nottingham – Derby Green Belt and would be able to rely on a new firm, readily recognisable inner boundary in this part of South Derbyshire, preventing Derby from coalescing with Elvaston, Thulston and Aston.

For the avoidance of doubt, the proposed safeguarded land would not be allocated for development at the present time. Planning permission for the permanent development of this area of land would only be granted following a future Local Plan review which proposes the development, having considered all development options at that time.

Furthermore, this part of the Green Belt abuts land which is currently designated as “Green Wedge” in the City of Derby Local Plan Review (2006). In considering any development on safeguarded land, the integrity of the Green Wedge would be an important consideration, particularly in relation to avoiding the “closing off” its mouth. An option might therefore be to consider the extension of the Green Wedge outwards into South Derbyshire.

In the event of such safeguarded land being proposed for development in a future local plan review, consideration will also be given at that time to the need for consequential changes to the precise details of the Green Belt boundary to the south of the A50 in the vicinity of Aston on Trent.

Other proposed changes to the Nottingham-Derby Green Belt

The construction of the A6 spur road has also given rise to apparently anomalous Green Belt boundaries to the west and north west of Thulston. A small parcel of land (approximately 11ha) is now effectively landlocked and could be appropriately removed from the Green Belt. This is being proposed for residential development as Boulton Moor Phase 3 (see page X).

Conversely, a triangular parcel of land measuring around 13 ha immediately to the south west of Thulston now clearly performs a Green Belt role and could be incorporated into it.

The Burton – Swadlincote Green Belt

This area of Green Belt is the smallest in the country and serves to separate the Winshill and Stapenhill areas of Burton upon Trent from Swadlincote. The gap between these settlements is particularly narrow and any development would be sensitive in this regard. It is therefore not proposed to “safeguard” any of this Green Belt for long-term development or otherwise propose significant changes to its detailed boundaries. A detailed review will, however, be undertaken through the future Site Allocations Plan.

Next Steps/Timetable

Consultation on Preferred Growth Strategy	September – December 2012
Publication of aligned Core Strategies	Spring 2013
*Submission of ACS (6wks after publication)	Summer 2013
Examination (6 wks after PHM)	Autumn 2013
Adoption	Early 2014

How to Respond

Insert Contact Details

Working Draft

Appendix A

The Proposed Scale and Distribution of Housing Growth in the Derby HMA

In July 2010, the Communities Secretary announced his intention to revoke the regional building targets and require local authorities instead to establish their own housing growth strategies. Substantial evidence is required to justify any choices over housing provision and the HMA councils have therefore jointly commissioned an assessment starting with national population and household projections.

HRS review including employment review and deliverability.

It is proposed that the HMA authorities plan for a scale of growth of not less than an additional 33,700 dwellings 2008–2028. This scale of housing is in line with an adjusted demographic forecast for the HMA prepared by GL Hearn and Partners and Justin Gardner within the final report of the Derby HMA Housing Requirement Study (HRS).

The study considered recent information on demographic trends, including the 2010 Office for National Statistics (ONS) Sub National Population Projections (SNPP). It looked at likely levels of economic growth and prospects for housing market recovery and critically assessed Government's assumptions of international migration and household formation (headship) rates.

The HRS concluded that there is not any strong evidence to depart from the trends within the ONS 2010 based SNPP for both fertility and deaths. However, there is evidence supporting adjustments to the household formation (headship) and migration assumptions. These adjustments have produced the proposed minimum provision of 33,700 which is substantially below the Government's official projection for household growth.

We propose to distribute the proposed allocation of dwelling targets between the individual local authorities as follows:

Partner	Target - minimum	Derby Urban Area (DUA)
Derby City	12,000	
South Derbyshire	12,700*	6850
Amber Valley	9,000*	530
Total	33,700	7,380

* -district target - inclusive of the Derby Urban Area (DUA) allocations.

This approach to the scale and distribution of housing is justified for the following reasons:

Scale:

- The development of 33,700 dwellings over the 20 year period is consistent with adjusted household projections undertaken by GL Hearn and Justin Gardner. Despite being lower than the official Government household projections, this would still increase the stock of housing in the HMA by almost a fifth. This is a substantial rate of growth, but is justified given the ambitious economic development aspirations of all four authorities. By way of comparison, this exceeds the increase in the housing stock being proposed in the Greater Nottingham aligned Core Strategies.
- The scale of growth is slightly lower than the requirement of the East Midlands Regional Plan, but is still broadly consistent with it. Whilst ministers have made clear their intention to revoke all regional strategies, they nevertheless remain extant for the time being.
- This proposed level of growth is at the upper limits of what is likely to be deliverable, having regard to past build rates and current very difficult market conditions as assessed in the Housing Requirement Study.
- Development on this scale would imply an increased workforce of just under 10% which would easily outstrip the projections for employment growth in the HMA undertaken by Experian as part of the HRS. Account has however been taken of the economic ambitions of the Councils in terms of job creation. This strategy would therefore strike the balance between ensuring sufficient housing for those choosing to move to the HMA both for work and non-work purposes, and the need to avoid the HMA becoming a “dormitory” area with unsustainable out-commuting.

Distribution of Housing:

- The proposed distribution moderates the demographic projections for the component parts of the HMA. South Derbyshire has witnessed one of the highest levels of past growth in the country – largely due to net in-migration from Derby, the West Midlands, North West Leicestershire and other areas of the country. The amount of development proposed in South Derbyshire away from the Derby Urban Area is therefore somewhat below the adjusted trend projection for the district. This amount of growth would however still see strong, albeit lesser, levels of net-migration into South Derbyshire and imply a substantial increase in jobs.

- The amount of growth proposed in Amber Valley is somewhat higher than the adjusted trend projection in order to plan for some job growth to take place in the district. On the strength of demographically projected growth alone, Amber Valley would be able to plan for virtually no economic growth at all (0.2% p.a.).
- This distribution also reflects the availability of reasonable site opportunities as identified in Strategic Housing Land Availability Assessments (SHLAAs). In this regard, a regeneration opportunity was identified at Denby in Amber Valley. Similarly, we invited submissions on opportunities for a new settlement(s) but no reasonable options were presented.
- The City Council's allocation of 12,000 dwellings reflects evidence of a finite capacity for the City to meet its own needs within its administrative boundaries on brownfield and other sites.
- The City's additional needs are proposed to be met through urban extensions across the boundary, mainly into South Derbyshire. The proposed scale of these extensions is somewhat greater than that simply implied by the adjusted demographic projection for the City alone. This reflects the following considerations:
 - much of the projected in-migration to South Derbyshire is expected to relate to people wishing to be near to the City of Derby and/or employment opportunities in and around the City
 - such urban extensions are likely to be in the most sustainable locations in terms of proximity to higher order services and facilities
 - the overall amount of housing development proposed for the Derby urban area implies a level of employment growth that is broadly consistent with the City of Derby's aspirations