

**D2 Joint Committee for Economic Prosperity
Proposal to Develop a Strategic Planning
Framework for Derby and Derbyshire
(Draft) Terms of Reference**

November 2020

D2 Joint Committee for Economic Prosperity

Proposal to Develop a Strategic Planning Framework for Derby and Derbyshire

Terms of Reference

1 Purpose of Terms of Reference

- 1.1 These Terms of Reference (ToR) have been prepared to set out the roles and responsibilities of the D2 Joint Committee for Economic Prosperity (hereafter referred to as the D2 Joint Committee) in providing strategic oversight and governance for the development and delivery of a non-statutory strategic planning framework for Derby City and Derbyshire.

2 Background

- 2.1 At its meeting on 4 June 2019, the D2 Joint Committee considered a report by the Executive Director of Economy, Transport and Environment for Derbyshire County Council that set out a proposal for joint and collaborative working across all D2 Derbyshire authorities listed below to prepare a non-statutory strategic planning framework for Derby and Derbyshire, as described in section 4 of the report:

- Amber Valley Borough Council
- Bolsover District Council
- Chesterfield Borough Council
- Derby City Council
- Derbyshire County Council
- Derbyshire Dales District Council
- Erewash Borough Council
- High Peak Borough Council
- North East Derbyshire District Council
- Peak District National Park Authority
- South Derbyshire District Council

- 2.2 The report referred to recent Government guidance as set out in the revision to the National Planning Policy Framework (NPPF) in July 2018, and carried over into the further revised version of the NPPF of February 2019. The guidance highlights the importance of a strategic approach by local planning authorities in preparing for their statutory development plans, particularly

working on cross-boundary strategic planning matters including collaborative working involving county councils.

- 2.3 As, paragraph 24 of the NPPF acknowledges, district / borough councils and county councils (in two tier areas) and National Park Authorities (in respect of their areas) are each subject to a duty under section 33A of the Planning and Compensation Act 2004, to cooperate' with other councils/authorities and prescribed bodies and persons in maximising the effectiveness with which development plan document preparation so far as relating to a strategic matter and other related preparatory and supporting activities are undertaken. This statutory duty is widely referred and is referred to hereinafter as the 'Duty to Cooperate'. The meaning of "strategic matter" in this context is set out in subsection (4) of section 33A; it covers broadly any sustainable development or use of land that would have an impact that would extend across the administrative boundaries between two or more local planning authorities. Paragraph 25 of the NPPF emphasises that strategic policy makers should collaborate to identify the relevant strategic matters they need to address in their plans. Paragraph 26 of the NPPF indicates that effective and ongoing joint working between strategic policy making authorities is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.
- 2.4 The report included the recommendation of a number of action points in respect of the proposal that were subsequently approved by the D2 Joint Committee at the meeting on 4 June 2019, including:
- The commencement of work to develop a non-statutory Strategic Planning Framework for Derby and Derbyshire;
 - The preparation of a detailed project plan (including governance, timescales, evidence, process and consultation arrangements) for the Framework – to be subject to further discussion and endorsement by the D2 Joint Committee; and
 - The D2 Joint Committee providing the strategic oversight and governance for the development and delivery of the Strategic Planning Framework.

3 The D2 Joint Committee

- 3.1 The D2 Joint Committee comprises councillors appointed by each of the local authorities in Derbyshire which is a local planning authority (the D2 partner authorities). Its purpose is: *To bring together the City Council, County Council and all District and Borough Councils in Derbyshire into a robust, formally constituted arrangement to deliver regeneration and economic prosperity across the whole geographical county of Derbyshire.* It is stated within its existing statement of purpose that it "*intends to pursue an economic growth*

strategy through a balanced approach, with economic social and environmental sustainability at its heart”.

- 3.2 Each of the D2 partner authorities, for the wellbeing of its area and to facilitate the effective future performance of the “Duty to Co-operate”, is willing for the D2 Joint Committee to provide so far as it is able the strategic oversight and governance required for the development and delivery of a non-statutory Strategic Planning Framework for Derby and Derbyshire, as set out in the report. These Terms of Reference therefore set out appropriate terms on which the D2 Joint Committee is expected to carry out this role. The Strategic Planning Framework is envisaged to provide a focus for cooperation and joint working between the D2 local authorities to meet the requirements of the Duty to Cooperate. It is recognised that much joint working is taking place between individual local authorities at a Housing Market Area level, including the development of strategies to inform individual local plans. The Strategic Planning Framework will be developed in harmony with these HMA strategies, reflecting their priorities, objectives and the broad thrust of policy and providing the basis for a co-ordinated approach across the County and beyond.
- 3.3 For the avoidance of doubt, the D2 Joint Committee cannot itself exercise any of the functions of a planning authority, such as setting development plan policy or taking planning decisions, or discharging the Duty to Co-operate, nor can it amend any decisions made by a planning authority.
- 3.4 Its recommendations would not be binding on the actions of any of the partner authorities.

4 Specific Roles and Responsibilities

- 4.1 The D2 Joint Committee will in response to relevant invitations or requests made from time to time on behalf of the D2 partner authorities which are introduced through its meeting agenda:
- Provide strategic oversight on behalf of the D2 partner authorities for the joint commissioning and preparation of evidence necessary to underpin the preparation of the Framework and inform the formulation of issues, objectives and priorities;
 - Consider and endorse a detailed project plan to be drawn up by the County Council on behalf of the D2 partner authorities for preparing and delivering the Strategic Planning Framework, to include governance, timescales, evidence, process and consultation arrangements;
 - Consider and endorse documentation to support the preparation of the Strategic Planning Framework that will be subject to further consideration and agreement by the D2 partners for subsequent public

and/or stakeholder consultation, including any documents produced on behalf of the D2 Partner Authorities to provide :

- Issues, Objectives and Priorities consultation;
 - Draft Strategic Planning Framework consultation;
 - A final version of the Framework for publication on behalf of the D2 partner authorities.
- Provide a forum for discussing and seeking to resolve any conflicts of approach or opinion amongst the D2 partner authorities regarding the preparation of the Framework;
 - Recommend any actions to the D2 partners and others insofar as this may help the partners to discharge the Duty to Cooperate and to reach a consensus where possible on the key strategic trans-boundary planning considerations that will inform the Framework;

5 Desired Outcomes

- 5.1 The timely and collaborative preparation and delivery by the D2 partner authorities of a non-statutory Strategic Planning Framework for Derby and Derbyshire setting out strategic objectives and priorities for the D2 area, which may potentially relate to:
- Housing (including affordable housing and Gypsies and Travellers);
 - Economic development and regeneration (including employment, town centres and retailing, tourism and leisure and good / green growth);
 - Infrastructure for transport, schools, waste management, telecommunications and utilities;
 - Environment and climate change (including Green Belt, green / blue infrastructure, landscape and landscape character, ecology, heritage, flood risk, air quality and development of a Trent Valley Vision);
 - Minerals and waste; and
 - Health and well-being.
- 5.2 The timely commissioning and publication of an evidence base to underpin the preparation of the Framework sufficiently to identify and inform key strategic issues in the D2 area and cross-boundary issues beyond the D2 area.
- 5.3 The publication of Statements of Common Ground on behalf of, and as agreed by, the D2 partners.
- 5.4 The commissioning and publication of a Sustainability Appraisal and Habitats Regulation Assessment to inform the development of the Framework and ensure that its strategic objectives and priorities promote sustainable

development to achieve relevant environmental, economic and social objectives.

6 Resources

6.1 To deliver the desired outcomes as set out above, the preparation of the Framework will need to be appropriately resourced, as set out below.

Officer Resource

6.2 All of the partner authorities have agreed to work jointly and collaboratively to deliver the Framework. Meetings with Planning Policy Managers and other officers of all the partner authorities took place between September 2019 and January 2020 and key officers were identified at each of the partner authorities who would contribute to delivering the Framework. It was further agreed that officers at Derbyshire County Council would provide a coordinating and facilitating role for various work streams that will be required to deliver the Framework.

6.3 Key work streams that have been identified by the partner authorities include:

- Development of a Statement of Common Ground (being developed by officers for completion end 2020)
- Drafting of Emerging Themes Papers (being developed by officers for completion December 2020 / January 2021)
- Assembling a Strategic Evidence Base (completed by officers Autumn 2020)
- Drafting of Topic Papers (to be commenced by officers early 2021)
- Drafting of Issues, Objectives and Priorities Consultation Document (likely to be commenced by officers Autumn 2021)

6.4 To facilitate the drafting of the Topic Papers and Issues, Objectives and Priorities Consultation Document, task and finish groups comprising of key officers from each of the partner authorities will be established in early 2021.

Financial Resource

6.5 The main financial requirement to prepare the Framework is the need to fund the commissioning of appropriate evidence and studies to inform the development of key objectives and priorities in the Framework.

6.6 A comprehensive strategic evidence base for the whole County has already been compiled by partner authorities through the preparation of their recent Local Plans, with a time horizon up to around 2034/2035. However, a number of additional key studies and evidence have also been identified by the partner authorities that would be required to cover the longer-term period up to 2050. These studies could have the dual benefit of informing both the preparation of the Strategic Planning Framework and future District and Borough Local Plan Reviews to include:

- Longer-term economic forecasts to 2050 (already commissioned by Derbyshire Local Economic Partnership from Hatch Regeneris to inform preparation of the Derbyshire Economic Recovery Strategy and Plan and Strategic Planning Framework);
- Strategic Transport Study (potential to be funded wholly / partly through preparation of the Review of the Derbyshire Local Transport Plan);
- Cleaner Greener Energy Study (consideration being given to jointly funded County-wide study by partner authorities to inform the Strategic Planning Framework, Derbyshire Environment and Climate Change Framework and future District and Borough Local Plan Reviews);
- Gypsy and Traveller Accommodation Assessment Update (already jointly funded and commissioned by partner authorities in November 2019 from RRR Consultancy with final assessment expected by end of 2020);
- Derbyshire Landscape Sensitivity Study (work in progress by Derbyshire County Council to develop county-wide GIS based sensitivity study – pilot already developed for Amber Valley Borough);
- Derbyshire Strategic Flood Risk Assessment (funding sources would need to be investigated by partner authorities to commission study but potential to be carried out in-house by officers);
- Sustainability Appraisal and Habitats Regulations Assessment (funding sources would need to be investigated by partner authorities to commission studies but potential to be carried out in-house by officers).

6.7 Any evidence or studies commissioned on behalf of the partner authorities would be coordinated by Derbyshire County Council. All tender documents would be drafted jointly by the partner authorities.

6.8 In 2018, the Government invited bids for its Planning Delivery Fund Programme to support joint working by local planning authorities. Although a bid on behalf of the Derby and Derbyshire local authority partners to support the development of the Strategic Planning Framework was not successful at that time, the partner authorities may be able to submit bids to any future Government funding streams that are announced to facilitate joint working on strategic planning matters.

Technical and Administrative Resource

6.9 Derbyshire County Council will provide the technical and administrative resource to deliver the Framework. Key tasks would include:

- Organising and hosting meetings - Derbyshire County Council will organise, host, chair, draft agendas and meeting notes for any meetings organised for the framework;
- Hosting the Framework on Derbyshire County Councils website – work to commence in early 2021 to develop new webpage to host all documentation for the Framework. Any consultation to be carried out

on Framework would be facilitated through the webpage potentially via SNAP and /or Microsoft Excel forms;

- All documentation on the Framework will be coordinated and drafted by the County Council based on a standard template;
- Organising consultation events – Derbyshire County Council will organise any consultation workshops or public consultation events to promote the Framework;
- Consultation responses – Derbyshire County Council will provide the administrative and technical resource to acknowledge and record responses to consultations; circulate to partner authorities for any necessary actions; and draft a Statement of Community Consultation in collaboration with partner authorities.

7 Frequency and Format of D2 Joint Committee Meetings

7.1 The D2 Joint Committee meets every two months to consider a wide range of economic prosperity, infrastructure and regeneration related matters. Matters specifically relating to the strategic oversight and governance for the development and delivery of the Strategic Planning Framework will be considered, as and when necessary, by the D2 Joint Committee as part of its regular bi-monthly cycle of meetings.

7.2 Committee papers relating to the Strategic Planning Framework will be drafted and circulated to Committee members prior to the meeting and action notes and points of agreement reached will be recorded at each meeting. Representatives of other bodies, including consultants, may attend and present at the meeting by invitation by the Committee.

8 Secretariat

8.1 The secretariat for matters relating to the Strategic Planning Framework for consideration by the D2 Joint Committee, will be provided by Derbyshire County Council.

Key Signatories

For and on behalf of Amber Valley Borough Council	Signature Title
For and on behalf of Bolsover District Council	Signature Title
For and on behalf of Chesterfield Borough Council	Signature Title
For and on behalf of Derby City Council	Signature Title
For and on behalf of Derbyshire County Council	Signature Title
For and on behalf of Derbyshire Dales District Council	Signature Title
For and on behalf of Erewash Borough Council	Signature Title
For and on behalf of High Peak Borough Council	Signature Title
For and on behalf of North East Derbyshire District council	Signature Title
For and on behalf of Peak District National Park Authority	Signature Title
For and on behalf South Derbyshire District council	Signature Title

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Appendix 2

Derby and Derbyshire Strategic Planning Framework Statement of Common Ground

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1. Introduction

Local authorities across Derby and Derbyshire, including the Peak District National Park Authority, have agreed to collaborate in the production of a non-statutory strategic planning framework to develop and deliver a vision for how Derby and Derbyshire will grow up to 2050 and to meet their responsibilities for mitigating the impacts of climate change and meeting carbon reduction budgets.

The requirement for Statements of Common Ground was introduced through the revised National Planning Policy Framework (NPPF) 2019¹ to promote effective joint working across local authority boundaries when preparing or supporting the preparation of policies which address strategic matters. NPPF Paragraph 27 has introduced the requirement to record all co-operation activities in a Statement of Common Ground, this is a record of any on-going joint working documenting the cross-boundary matters being addressed and progress in cooperating to address these.

This Statement fulfils the requirements of the NPPF (2019) and has been developed in accordance with the Government's Planning Policy Guidance. It has been prepared jointly between the following local planning authorities, to support the production of the Strategic Framework for Derby and Derbyshire:

- Amber Valley Borough Council
- Bolsover District Council
- Chesterfield Borough Council
- Derby City Council
- Derbyshire County Council
- Derbyshire Dales District Council
- Erewash Borough Council
- High Peak Borough Council
- North East Derbyshire District Council
- Peak District National Park Authority
- South Derbyshire District Council

The Derby and Derbyshire Strategic Planning Framework is a non-statutory framework which will not contain any policies. As such a Statement of Common Ground is technically not required, however it has been agreed by the local authority partners that this document will be produced, to document and demonstrate the collaborative nature of the development of the Derby and Derbyshire Strategic Framework.

Future iterations of this Statement of Common Ground will be prepared through joint working between the plan making authorities and as new and updated

¹ National Planning Policy Framework – February 2019

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

strategic evidence is commissioned and becomes available. The key strategic issues are set out in Section 4, each containing a summary of the issues and the matters on which the parties agree. More detailed information and supporting information is provided in the attached appendices.

2. Background

Since the abolition of County Structure Plans in 2004, and more recently the regional plans in 2010, strategic planning has been carried out through a voluntary mechanism between neighbouring authorities and upper and lower tier authorities known as the 'Duty to Co-operate'. It is widely recognised, that the Duty to Co-operate has not been as effective as intended in delivering well-coordinated strategic planning and to this end, the NPPF 2019 now offers a more flexible approach to strategic planning.

Derbyshire's Local Planning Authorities (LPA), Derby City and Derbyshire County Council have a long track record of working together to achieve shared strategic planning objectives. Following early and extensive engagement across all the Derbyshire LPAs and Derby City, in 2019 the D2 Joint Committee for Economic Prosperity endorsed the collaborative preparation of a strategic framework to cover Derby and Derbyshire up to 2050 and agreed to provide strategic oversight and governance for the development and delivery of the framework.

The aim of producing the framework is to:

- Demonstrate compliance with the duty to co-operate and consistency with the NPPF (2019);
- Through the commissioning of shared evidence, effectively identify common long term priorities on a wider spatial geography up to 2050;
- Agree mutual objectives and strategic priorities to improve identified outcomes for Derbyshire and to provide a context for more detailed local work to help inform the preparation of future Local Plans;
- Maximise the opportunities to secure external funding to deliver against agreed objectives.

The Derbyshire Strategic Framework will provide the strategic context (objectives and priorities, not policies) to inform the preparation of detailed Development Plan Documents (DPDs) which will provide more detailed planning policies and perform an essential place-shaping role on the ground.

Task and Finish groups comprising local authority officers have been established to jointly commission and assemble a shared evidence base as identified in the following chapters and jointly develop a series of Topic Papers to help identify key strategic issues, objectives and priorities that will form the key basis of the Framework. The Task and Finish groups consist of a core of Local Authority officers assisted by other key organisations as required, including the

Environment Agency, Natural England, Historic England, Highways England, Severn Trent and Yorkshire Water, relevant UK Power Networks, Homes England and the D2N2 Local Enterprise Partnership.

3. Geography

This Statement of Common Ground covers solely Derby and Derbyshire and encompasses eight District/Borough Councils, one County Council, one Unitary Authority and one National Park Authority (for that area which falls within Derbyshire).

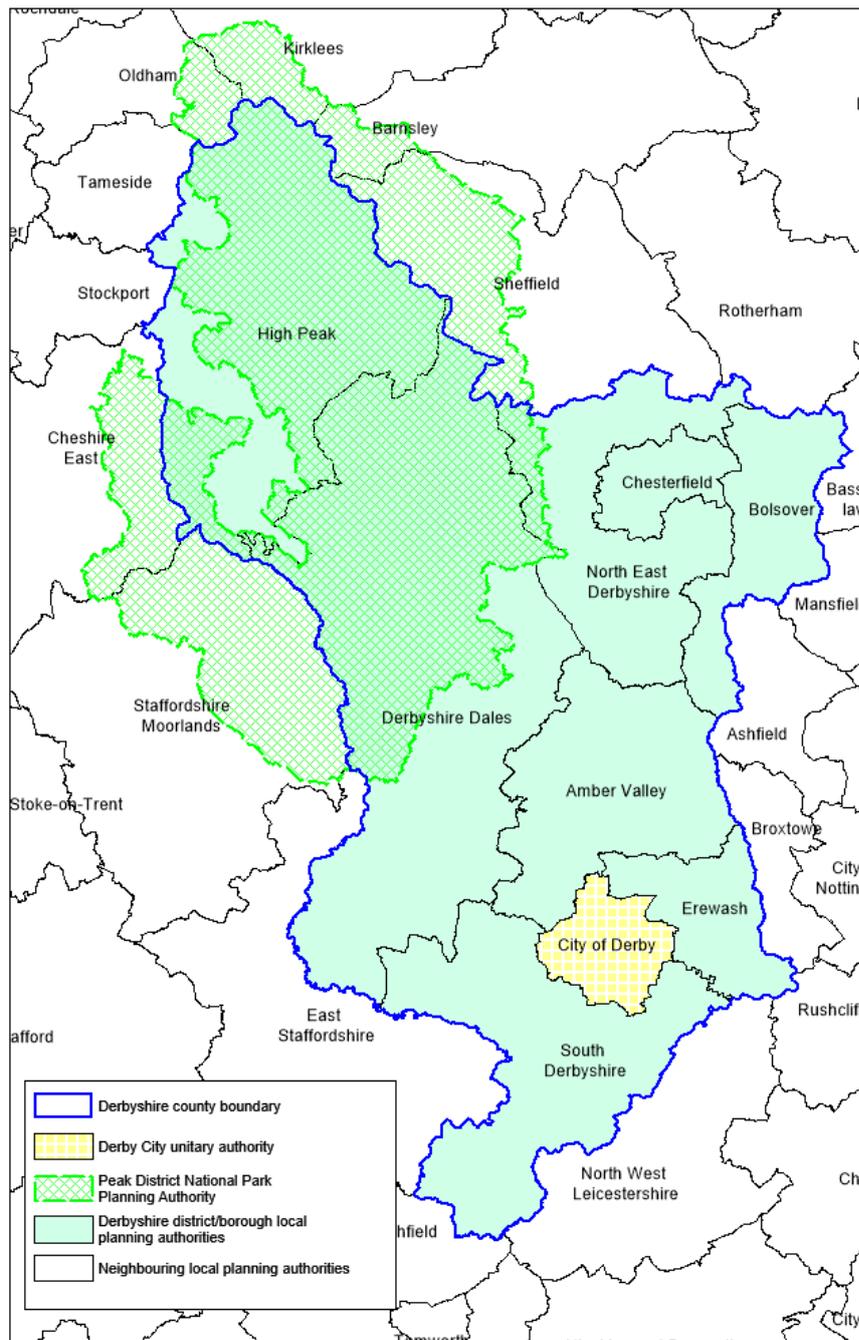


Figure 1 - Derbyshire and neighbouring local planning authorities

4. Local Plan context

Erewash Borough has an adopted Core Strategy aligned with other authorities which make up the Greater Nottingham Housing Market Area. These aligned core strategies are currently under review.

Derby City, South Derbyshire District and Amber Valley Borough which make up the Derby Housing Market Area are also looking towards developing aligned strategic policies to be included within their respective local plan reviews.

Bolsover District, Chesterfield Borough and North East Derbyshire District (together with Bassetlaw District in Nottinghamshire) form a Northern Housing Market Area and have developed separate Local Plans with a significant joint evidence base which have recently progressed through the examination process.

Derbyshire Dales District and High Peak Borough have existing adopted Local Plans, which comprise two separate Housing Market Areas. High Peak is close to being a self-contained HMA. However some wards in the Borough overlap with neighbouring HMAs, including Stockport, Tameside and Cheshire East.

Further information on the HMAs is included at Appendix 2.

Adjoining areas outside Derbyshire have a particularly significant impact on the County in terms of providing employment, associated travel-to-work patterns and housing requirements, especially South Yorkshire, Nottinghamshire, Greater Manchester, and East Staffordshire impacting on key highway and public transport networks and other infrastructure.

5. Key Strategic Cross-Boundary Issues

5.1 Climate Change

The carbon budgets for Derbyshire show that an immediate and rapid programme of decarbonisation is needed if the county is to make its fair contribution to delivering the Paris Agreement's commitment to staying 'well below 2°C and pursuing 1.5°C global temperature rise.

Carbon emissions in the City have reduced over the past decade from 42904 CO₂e to 30608 CO₂e but it was considered that a stronger approach was required. Consequently, on 22nd May 2019, Derby City Council declared a Climate Emergency; identifying four actions ranging from closer working with local authorities, the private sector and voluntary partners to securing the necessary resources to ensure the City can contribute to the UK's Carbon Reduction targets. Further information is provided in Appendix 1.

Tackling countywide emissions requires joint action by communities, businesses, all local authorities and other public sector organisations. All Councils across Derbyshire have been working closely together to develop the Derbyshire Environment and Climate Change Framework to support a co-ordinated approach to reducing carbon emissions, in line with carbon budgets, across all local authorities in Derbyshire. The Peak District National Park Authority and Derby City Council are key partners. Further information is provided at Appendix 1. The planning process has an important role in delivering sustainable development, which contributes considerably to mitigating the impacts of climate change.

The parties agree to:

- Support opportunities for joint working between all local authorities across Derby and Derbyshire to create a coordinated and effective approach to tackling climate change.

5.2 Housing

As set out above, Derby and Derbyshire is split into 5 Housing Market Areas (HMA) which illustrates the complexity of the housing market geography as well as the close relationships between neighbouring authority areas. A considerable amount of joint or aligned planning work is undertaken by local authorities at the HMA level and will inform the Strategic Planning Framework. Further information is provided at Appendix 2.

In the current round of local plans, Planning Authorities in Derbyshire are, on the whole, ensuring that their housing need is met within their own boundaries. Amber Valley Borough Council and South Derbyshire District Council however committed to meeting part of Derby City's unmet housing need, and South Derbyshire District have allocated additional housing sites to meet this need. Amber Valley Borough has previously also proposed additional housing allocations to contribute to this unmet need, but these proposals were included within an emerging local plan which has subsequently been withdrawn.

The basic assessment of local housing need in Derby and Derbyshire will be calculated using the Government's standard methodology which will inform Local Plans or plan reviews. This however does not take into account existing Local Plan targets, aspirations for growth or accommodation of unmet need from authorities outside the county.

In line with the Housing Delivery Test and meeting their five year housing land supply targets, the Local Planning Authorities throughout Derby and Derbyshire are working to maximise the delivery of new homes, particularly on key strategic allocation sites. Local Planning Authorities have also been working to meet their affordable housing targets, although shortages in supply remain in a number of

areas of the City and County, particularly rural areas and the National Park, which will remain a key challenge well into the future.

The parties agree to:

- Continue to work collaboratively to assess and seek to meet housing need (both market and affordable housing) beyond 2035 through a strategic and cooperative process.
- Work collaboratively to assess and seek to meet growth needs beyond 2035 through a strategic and cooperative process, taking account of housing market geographies and agreements between individual authorities as necessary, and addressing unmet housing need where appropriate.
- Work collaboratively to deliver existing and identify new key strategic cross boundary housing sites.

5.3 Economic Growth

The County is geographically, economically and socially diverse incorporating heavily built-up areas as well as sparsely populated rural areas, with contrasting levels of economic performance. Appendix 3 provides further background information.

Derbyshire's central location means that residents and businesses contribute to, and benefit from, neighbouring economies.

Derby is the focus for economic activity within the Derby HMA sub-region but also the wider County. Derby is the UK leader in advanced manufacturing employment and is home to global companies such as Rolls-Royce and Bombardier, as well as their supply-chain industries. A key challenge is to continue to support these businesses and maintain their presence over the long term.

Like many town and city centres, Derby City Centre is facing unprecedented challenges due to structural and behavioural changes that have been exacerbated by the Covid-19 pandemic. Footfall has declined significantly and vacancy rates have increased. There is a clear need to regenerate and re-purpose parts of the city centre in the medium to longer term in order to bolster vitality and viability and halt the decline.

Each local authority within the county plays an important role in the economy and contributes to the economic ambitions of the D2N2 Strategic Economic Plan (SEP). Following the Government's 'Strengthened Local Enterprise Partnership' (LEP) review which sought to eliminate areas of overlap between LEPs, from April 2020, the councils of Chesterfield, North East Derbyshire, Derbyshire Dales

and Bolsover have agreed to become 'non-constituent' members of Sheffield City Region Mayoral Combined Authority to ensure cross boundary matters between authorities and LEPs are aligned.

The need to identify new good quality employment land to meet the requirements of expanding growth sectors in the future close to an appropriate skills base, will be a key challenge over the next 30 years.

However given the issues identified in 4.1 above and the county's carbon budget, economic growth should be considered in light of the climate change agenda.

The parties agree to:

- Work collaboratively to move towards a low carbon future by putting good growth at the forefront of economic growth.
- Work collaboratively to assess and seek to meet employment land needs beyond 2035 through a strategic and cooperative process.
- Work collaboratively to support existing business and associated supply chains and to adopt a coordinated approach to pursuing inward investment opportunities.
- Share analysis of the health of city and town centres as well as high streets across Derbyshire to inform a collaborative approach to their future vitality and viability.
- Work together to identify local area skills base and future skills base aspirations to enable targeted employment allocations

5.4 Environment

Derby and Derbyshire are areas of high quality natural and built heritage. The intrinsic importance of these assets is recognised in conjunction with their contribution towards quality of life, tourism and the economy. Please see Appendix 4 for further information. This natural and built heritage will continue to be subject to increased pressure from development growth in the future, particularly from housing, employment and new infrastructure needs and growth in tourism and leisure activities.

The introduction of the Environment Bill which is currently proceeding through Parliament will have a substantial impact on the Derby and Derbyshire authorities with regard to the management of the environment

The parties agree to:

- work collaboratively, through the use of up to date shared studies and strategies, to identify and safeguard the natural and built heritage of Derby and Derbyshire as appropriate.
- Work irrespective of borders to deliver and monitor biodiversity net gain at a strategic level

5.5 Green Belt

There are 4 areas of Green Belt within Derbyshire.

- Derby/Nottingham Green Belt
- North East Derbyshire Green Belt (also known as the Sheffield / South Yorkshire Green Belt)
- North West Derbyshire Green Belt
- South Derbyshire Green Belt

The NPPF recognises the importance attached to Green Belt by Government and its fundamental aim of to prevent urban sprawl by keeping land permanently open. The extent of the Green belt is shown at Appendix 5.

Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans.

The various Green belt boundaries have been reviewed in both completed and emerging local plan reviews, on an individual local authority basis. Given the evidential need for housing and employment land to be allocated through the preparation of local plans and local plan reviews, collaborative cross boundary working where required with regard to the areas of Green Belt across Derby and Derbyshire may be beneficial in contributing towards the demonstration that all other reasonable options have been considered.

The parties agree to:

- Work collaboratively with neighbouring authorities to consider if there is a need to review respective Green Belt boundaries, taking into account likely future housing and employment growth needs.

5.6 Education

Derbyshire County Council and Derby City Council as the respective Local Education Authorities have a statutory duty to make education provision available for each young person and seek to ensure that there are sufficient school places available for children arising from new development through the development plan and planning process accordingly. Further information is provided at Appendix 6.

The LEAs agree:

- To continue to work together on school place planning matters covering cross boundary normal areas.
- To meet demand from new housing development.

The parties agree to:

- Consult the two education authorities at early stages in the formulation and review of Local Plans / Core Strategies to ensure the timely provision of school infrastructure in response to spatial patterns of development.

5.7 Highways and Transport

Derbyshire County Council and Derby City Council are the Highways Authority for their respective areas. Over recent years the County and City Councils have worked collaboratively to design, plan and implement strategic and local transport improvements and are both responsible for the production of Local Transport Plans for their respective administrative areas. Derbyshire County Council is commencing a refresh of its Local Transport Plan to reflect a number of significant changes in context which have emerged since its preparation including HS2, low emission vehicles and infrastructure and the emergence of Sub National Transport Bodies. Current transport strategy is outlined at Appendix 7.

The parties agree to:

- Work collaboratively towards the identification and delivery of sustainable transport measures required to support growth including public transport, and strategic cycling and walking infrastructure to minimise the impact of car movements.
- Work jointly to enable the delivery of an efficient, low carbon transport network, using alternative technology and travel options to contribute towards the delivery of the UK's net zero carbon target of 2050 including reducing the need to travel in the first instance, where possible.

5.8 Health

The responsibility for public health transferred to local authorities in April 2013 giving councils new opportunities to improve joint working between public health and planning as well as related disciplines such as housing, transport planning, leisure, environmental services and regeneration, in order to improve health and reduce health inequalities locally. These links are covered further in Appendix 8.

The parties agree to:

- Work collaboratively across Derbyshire County and Derby City to develop an Air Quality Strategy as part of the Derbyshire Air Quality Forum (DAQF) to provide strategic direction to tackle air pollution.
- Through the planning process seek to deliver the principles outlined in the 'Strategic Statement Planning and Health across Derbyshire and Derby City' (2016) and strive to integrate healthy placemaking principles into local plan making and decision making.

5.9 Minerals and Waste

Derby City and Derbyshire County Council are currently preparing joint Minerals and Waste Plans for which there is separate governance.

As sand and gravel workings have developed over a wider area, the site specific approach to restoration has resulted in a landscape which has become progressively fragmented. Work is ongoing across the public and private sector to develop and realise a long term strategy for the restoration of sand and gravel workings in the Trent, Derwent and Lower Dove Valleys.

Discussions between the waste planning authorities and the borough and district councils in Derbyshire have been ongoing regarding the potential availability and suitability of existing and proposed industrial areas for the development of waste treatment facilities.

Please see Appendix 9 for further information.

The parties agree to:

- Work collaboratively across Derby and Derbyshire to ensure the important minerals resource is safeguarded; that a sufficient supply of minerals will be maintained across the County to meet building and construction needs;
- Ensure that waste is managed / recycled in accordance with the principles of the waste hierarchy and that sufficient waste capacity is provided in the future, including landfill capacity.
- Work collaboratively to help ensure a coordinated approach is taken in the preparation and development of the detail of the Trent Valley Vision strategy.
- Ensure the opportunities presented by the restoration of quarries has regard to economic, social and environmental opportunities that support sustainable economic growth where appropriate.

6. Key Signatories

	Signed on behalf of:
	Name/position Amber Valley Borough Council
	Name/position Bolsover District Council
	Name/position Chesterfield Borough Council
	Name/position Derby City Council
	Name/position Derbyshire County Council
	Name/position Derbyshire Dales District Council
	Name/position Erewash Borough Council
	Name/position High Peak Borough Council
	Name/position North East Derbyshire District Council
	Name/position Peak District National Park Authority
	Name/position South Derbyshire District Council

7. Governance

The D2 Joint Committee for Economic Prosperity has agreed to provide the strategic oversight and governance for the development and delivery of a Strategic Planning Framework for Derby and Derbyshire. The Committee will provide a forum for cooperation and joint working between the D2 local authorities to meet the requirements of the Duty to Cooperate.

The D2 Joint Committee however cannot exercise any of the functions of a local planning authority, such as setting formal policy or exerting control over planning decisions, nor can it amend any decisions made by a local planning authority.

The committee will recommend actions to the D2 partner authorities and others in so far as this is necessary to discharge the Duty to Cooperate and aim where possible to reach a consensus in relation to the strategic issues, objectives and priorities that will be set out in the Strategic Planning Framework. Its recommendations are not binding on the actions of any of the partners.

Statutory decision-making powers will remain with the individual Local Planning Authorities who will be asked to make decisions, based on recommendations by the D2 Joint Committee at key stages in the plan's preparation (see key milestones in Paragraph 4.7).

A Terms of Reference has been jointly developed by the Derby and Derbyshire partners setting out the key roles and responsibilities of the D2 Joint Committee.

Climate Change

Significant work has been carried out following the United Nations Framework Convention on Climate Change Paris Agreement (2015) to calculate the cumulative amount of carbon dioxide (CO₂) emissions permitted to keep the earth within a global temperature rise of 2°C above pre-industrial levels. This is known as the global carbon budget. The global carbon budget has been divided amongst individual countries, including the UK.

Further work undertaken by The Tyndall Centre, on behalf of the Government, allocates the UK carbon budget amongst local authority areas. In September 2019 local carbon budgets were made available at district and borough level. To support work at a county level, local carbon budgets have subsequently been aggregated to produce a carbon budget for the county and are shown in the table below².

The carbon budgets for Derbyshire show that an immediate and rapid programme of decarbonisation is needed if the county is to make its fair contribution to delivering the Paris Agreement's commitment to staying 'well below 2°C and pursuing 1.5°C global temperature rise.

Tackling countywide emissions requires joint action by communities, businesses, all local authorities and other public sector organisations. Councils across Derbyshire have worked closely to develop Derbyshire Climate and Carbon Reduction Manifesto (May 2019) to support a co-ordinated approach to reducing carbon emissions, in line with carbon budgets, across all local authorities in Derbyshire.

Both the Peak District National Park Authority (PDNPA) and Derby City Council are key partners. It is difficult to calculate a carbon budget for the PDNPA as it sits within six different counties. However, managing emissions from agriculture, transport and quarrying are fundamental to the work in Derbyshire. Derby City, as a unitary council has its own carbon budget which is also included within the figures shown in the table below.

On 22nd May 2019, Derby City Council declared a Climate Emergency in the city. The City council was asked to:

- Establish a Derby Climate Change working group to respond to this challenge
- Consider recommendations from the proposed working group, and set a target for Derby to be carbon neutral

² Derbyshire Environment and Climate Change Framework <https://www.derbyshire.gov.uk/site-elements/documents/pdf/environment/climate-change/derbyshire-environment-and-climate-change-framework.pdf>

- Work with other local authorities and public, private and voluntary sector partners on carbon reduction projects to ensure the UK is able to deliver on its climate commitments
- Ensure the Government provides the necessary resources and powers so that Derby can make its contribution to the UK's Carbon Reduction targets

Further information regarding the City Council's approach to climate change can be found at: <https://www.derby.gov.uk/environment-and-planning/climate-change-and-energy-management/climate-change/>

LPA Area	Energy only recommended carbon budget (million tonnes CO ₂)							Total 2018- 2100
	2018- 2022	2023- 2027	2028- 2032	2033- 2037	2038- 2042	2043- 2047	2048- 2100	
Amber Valley	2.8	1.4	0.7	0.3	0.2	0.1	0.1	5.5
Bolsover	4.2	1.9	0.8	0.4	0.2	0.1	0.1	7.5
Chesterfield	1.9	1.0	0.5	0.2	0.1	0.1	0.1	3.8
Derby City	4.6	2.4	1.2	0.6	0.3	0.1	0.1	9.3
Derbyshire Dales	2.4	1.2	0.6	0.3	0.1	0.1	0.1	4.7
Erewash	2.3	1.1	0.3	0.3	0.1	0.1	0.1	4.5
High Peak	8.4	3.7	1.6	0.7	0.3	0.1	0.1	14.8
North East Derbyshire	2.2	1.1	0.6	0.3	0.1	0.1	0.1	4.4
South Derbyshire	3.0	1.5	0.7	0.3	0.1	0.1	0.1	5.7

Source: Tyndall Centre for Climate Change Research

Please note minor discrepancies due to rounding.

Housing

A Housing Market Area (HMA) is a geographical area in which the majority of people, who move, will move within. It also reflects functional relationships between where people live and work. However defining housing market areas is an inexact science and there is no single source of information that will clearly identify housing market areas.

Derbyshire is split into 5 Housing Market Areas (HMA) which illustrates the complexity of the housing market geography as well as the close relationships between neighbouring authority areas. The HMAs are listed below with the Derbyshire authorities shown in bold:

- Derby HMA – incorporating **South Derbyshire District, Derby City** and **Amber Valley Borough**.
- North Derbyshire and Bassetlaw HMA – incorporating **Bolsover District, North East Derbyshire District** and **Chesterfield Borough** and Bassetlaw.
- Nottingham Core HMA: **Erewash Borough**, Broxtowe Borough, Gedling Borough and Nottingham City Council. Due to its location, there is also a relationship between western Erewash and the Derby HMA.
- High Peak HMA – **High Peak Borough**, is close to being a self-contained HMA, with almost 70% self-containment when long distance moves are excluded. It however overlaps with the wider HMAs of Manchester and Sheffield.
- **Derbyshire Dales** (including the Peak District National Park) – there is no clear HMA or Functional Economic Market Area (FEMA) boundaries defined which include all of Derbyshire Dales District. Derbyshire Dales, including the Peak District National Park, is straddled by different HMAs please see Figure 2 below. The southern part of the District, including Ashbourne and Wirksworth relates to the Derby HMA. The northern part, primarily within the Peak District National Park (PDNP), gravitates towards the Sheffield-focused HMA. The central area around Matlock falls within overlapping HMAs with influences from Chesterfield, Sheffield and Derby. The Local Plan notes that as part of future Local Plan reviews, it is desirable to review the existing arrangements with a view to either defining a wider strategic HMA or pursuing joint working and plan preparation across district boundaries.

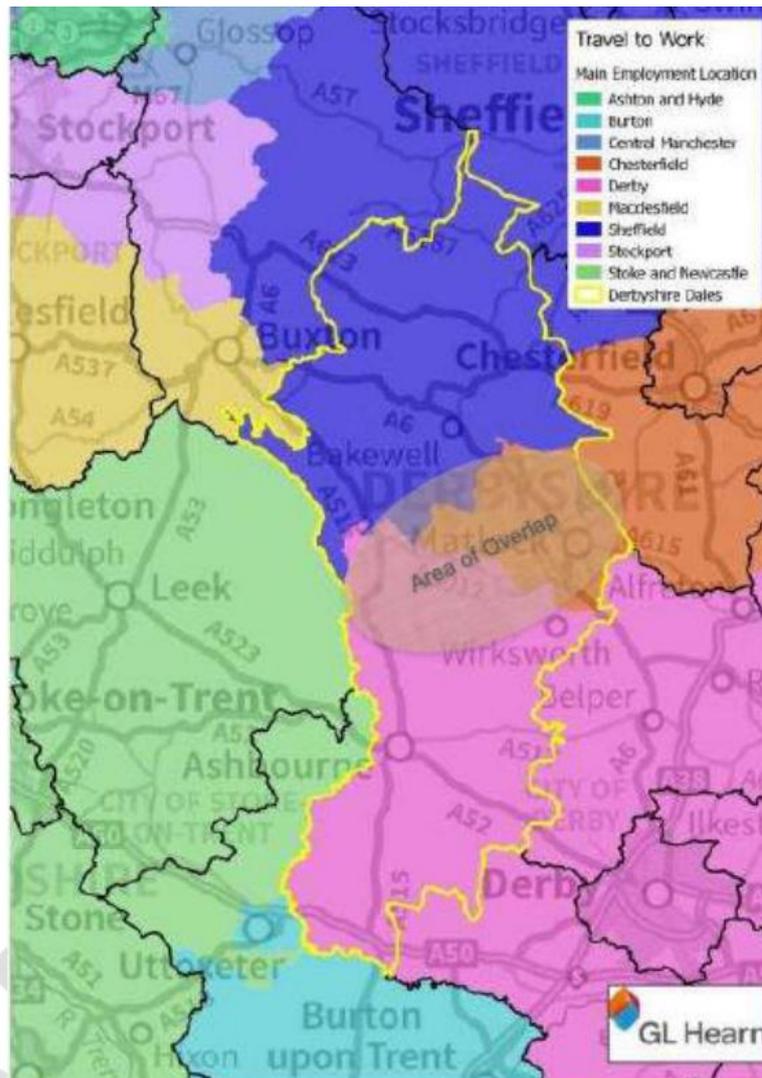


Figure 2: Derbyshire Dales HMA³

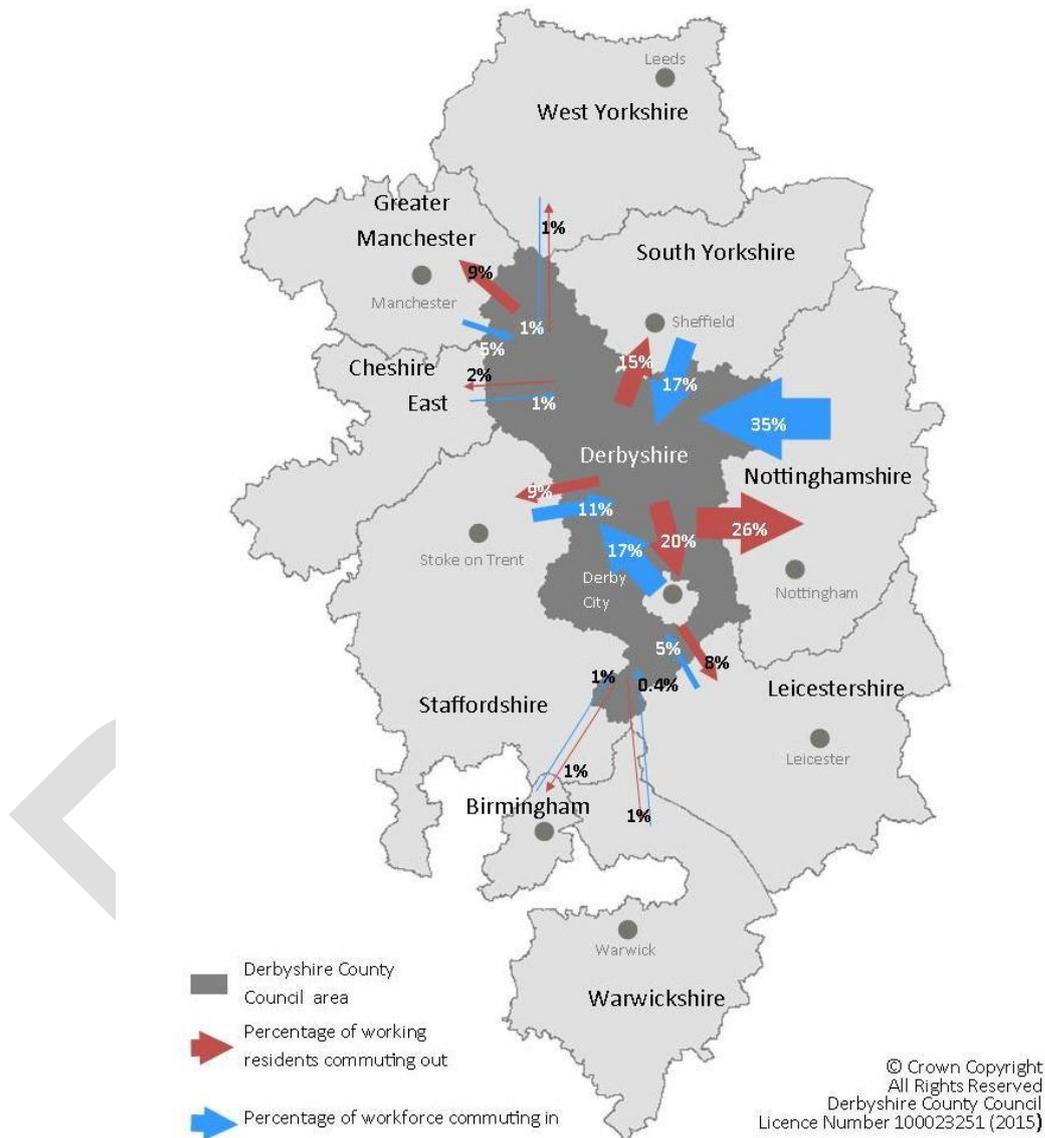
In the current round of local plans, Planning Authorities in Derbyshire are, on the whole, providing that their housing need is met within their own boundaries. South Derbyshire District Council has allocated additional housing sites to contribute to the delivery of the unmet housing need arising in Derby. Amber Valley Borough Council has previously also proposed to allocate additional housing sites on a similar basis, but this provision has not been made following the withdrawal of the emerging Local Plan in May 2019.

³ From: GL Hearn Assessment of Housing and Economic Needs (September 2015)
https://www.derbyshiredales.gov.uk/images/documents/C/Committee/Local_Plan_Advisory/DDDC_HEDNA_Final_Report_18.09.2015.pdf

Economic Growth

Derbyshire's central location means that residents and businesses contribute to, and benefit from, neighbouring economies, particularly those of the Manchester conurbation, Nottingham and Sheffield, with around 37,000 people living in Derbyshire but working in these areas.

Derbyshire Inward & Outward Commuting Percentages, 2011



The County is geographically, economically and socially diverse incorporating heavily built-up areas as well as sparsely populated rural areas, with contrasting levels of economic performance.

The City and County however retains a strong manufacturing base; developing modern engineering excellence and an entrepreneurial rural economy which offers considerable growth potential.

Derby is the focus for economic activity within the Derby HMA sub-region but also the wider County. Derby is the UK leader in advanced manufacturing employment and is home to global companies such as Rolls-Royce and Bombardier, as well as their supply-chain industries. A key challenge is to continue to support these businesses and maintain their presence over the long term.

In addition to Derby and Derbyshire's strong manufacturing base, there are also clusters of activity which are specific to Derby and Derbyshire and include:

- The aggregates industry which continues to utilise the County's wealth of natural assets through the provision of high quality building stone and minerals.
- Creative and digital industries, focused principally High Peak, Derbyshire Dales and Amber Valley, and continues to provide growth opportunities for the County and support entrepreneurialism.
- The Visitor Economy remains an important sector across Derbyshire with the Peak District, The National Forest, and numerous heritage, cultural, historical and leisure-based attractions which offer growth and employment potential across the whole county.
- Retail is an important employer across the County, the main retail employment centred in Derby, with Chesterfield functioning as the sub-regional service centre of north eastern Derbyshire providing a focus for a range of employment, retail, leisure and cultural activities. Developing opportunity and responding to rapid changes in retail patterns will be important to maintain and enhance the individuality, vibrancy and vitality of our towns and safeguard employment.
- Health and social care is the third largest sector in employment terms across the County. With an ageing population the sector provides an important local service function, the demand for which is expected to increase.

Whilst retail remains an important employer, structural and behavioural changes have meant that shopping habits have shifted resulting in impacts on city and town centres as well as local highstreets.

Like many town and city centres, Derby City Centre is facing unprecedented challenges exacerbated by the Covid-19 pandemic. Footfall has declined significantly and vacancy rates have increased. There is a clear need to regenerate and re-purpose parts of the city centre in the medium to longer term in order to bolster vitality and viability and halt the decline.

Derby and Derbyshire's economy has continued to improve despite the current uncertain economic landscape. The capacity for growth and the nature of growth

will vary across Derby and Derbyshire and there are common issues and challenges, however the solutions to addressing these may differ. The priorities for growth are identified within the [Derbyshire Strategic Economic Statement](#), an extract showing the local economic assets and priorities for each area is shown below.

Each local authority within the county and the City Council plays an important role in the economy and contributes to the economic ambitions of the Strategic Economic Plan (SEP). There are a number of investment sites across the county to provide both premises and employment potential for local firms, and are identified on Page 12 of the [Local Economic Assessment 2019](#)

However given the issues identified in section 4.1 above and the county's carbon budget, economic growth should be considered consistent with the climate change agenda.

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High Peak: Economic assets include the Peak District National Park and a diverse rural economy; vibrant market towns; entrepreneurialism and a high proportion of micro-businesses; the University of Derby at Buxton; and, a highly educated and skilled workforce. The area has a strong manufacturing and advanced manufacturing base, and a close relationship to Greater Manchester and the North West economy.

Priorities include: investment in employment and regeneration sites including The Crescent at Buxton, Ferro Alloys and Wood Mill sites in Glossop; and developing the visitor economy.

Derbyshire Dales: Economic assets include the natural landscape and Peak District National Park supporting a strong visitor economy; skilled and educated residents; the aggregates and minerals industry; a vibrant and diverse rural economy; entrepreneurialism and micro-businesses; good employment sites; and market towns. The area has a high economic activity rate and economic ties to SCR and Derby.

Priorities include: support for micro-businesses; creating vibrant market towns; addressing broadband and rural access issues; and creating employment for young people in rural areas.

Amber Valley: Economic assets include vibrant market towns; good connectivity via the M1 corridor; the Derwent Valley Mills World Heritage Site; a skilled workforce; a strong creative sector; a good enterprise start-up rate; a broad industrial base. The area has a close relationship with Derby City which is a major destination for out-commuting.

Priorities include: market towns; supporting the transition towards a higher value added business base; creating higher waged employment opportunities; raising qualification levels and supporting the visitor economy.

Derby: Derby City plays an important function in the Derbyshire economy.

Priorities include: creating a culture where enterprise thrives, ensuring workforce skills match business needs and maximising quality of life.

Chesterfield: Economic assets include its role as a sub-regional centre; good central location and connectivity; strong inward investment offer; strategic employment sites and office space; good quality of life and tourism offer. The area has seen private sector employment growth over recent years and has a highly skilled workforce.

Priorities include: strengthening Chesterfield's sub-regional role through the development of employment, retail, education and leisure offer; delivering key regeneration sites; securing knowledge-based employment building on the success of two innovation centres; and promoting the area as a place to live, work and invest.



Bolsover: Economic assets include strategic sites along the M1 corridor; continued strength in manufacturing and engineering including technology based manufacturing; good connectivity; a large catchment population; and cultural assets. The area has strong economic links to North Nottinghamshire and South Yorkshire.

Priorities include: supporting the transition to higher value added businesses; providing business support; inward investment; opening up employment land; and raising skills levels.

North East Derbyshire: Economic assets include strategic sites along the M1 corridor; continued strengths in manufacturing, engineering and logistics; good connectivity; attractive countryside on the edge of the Peak District National Park; and high profile visitor attractions. The area has seen employment growth over recent years and has a strong connection to the South Yorkshire economy.

Priorities include: town centre regeneration; raising employment and skills levels; rural regeneration; developing the visitor economy; inward investment, business growth.

South Derbyshire: Economic assets include strategic connectivity via the A50 and A38; a strong manufacturing base; a good supply of employment sites; key employers and supply chain opportunities e.g. Toyota, JCB, Futaba, Bison; and The National Forest as a cultural/visitor economy asset. The area has seen growth in private sector employment and has the infrastructure and workforce to attract investment and skilled workers, particularly benefiting from geographically constrained growth in Derby City.

Priorities include: Woodville Regeneration Area, including the Woodville-Swadlincote Regeneration Route; business start-up and the manufacturing sector; Linking opportunities to disadvantaged communities; and Swadlincote town centre.

Erewash: Economic assets include good connectivity via the M1 and proximity to East Midlands Airport; a strong manufacturing base with expertise in textiles; a skilled workforce particularly in engineering and textiles. The area has a close relationship with Nottingham and has opportunity to benefit from HS2 development.

Priorities include: town centres and markets; investment in employment sites and infrastructure e.g. Stanton Employment Zone and Ilkeston Station Gateway; supporting people into training and work e.g. Ilkeston retail academy.

N.B. Ferro Alloys as noted in High Peak (above) has been developed for housing.

Environment

Derbyshire is an area of high quality natural and built heritage, incorporating the Peak District National Park covering 35% (89,000ha) of the county, the Derwent Valley Mills World Heritage Site extending for 15 miles (24km) between Derby and Matlock, the National Forest, 6 Special Areas of Conservation/Special Protection Areas, 88 SSSIs, 371 Conservation Areas, over 6,500 listed buildings and over 20,000 sites and features of archaeological and historic interest recorded in the Derbyshire Historic Environment Record.

The introduction of the Environment Bill which is currently proceeding through Parliament will have a substantial impact on local authorities. The impact of the Bill will specifically:

- enable greater local action on air pollution by updating simplifying and strengthening the local air quality management framework (LAQM). It ensures the responsibility for addressing air pollution is shared across local government structures and with relevant public bodies.
- introduce a mandatory requirement for biodiversity net gain in the planning system. The Bill also requires the development of Local Nature Recovery Strategies (LNRS) by 'appropriate responsible authorities' across England. This will support better spatial planning for nature recovery, by setting out priorities and opportunities for protecting and investing in nature within a local area. The LNRS will include a map of existing nature assets including protected sites and wildlife rich habitats and will identify key opportunities for enhancement and direct net gain investment.

Derbyshire's councils recognise the importance of urban and landscape design and their positive influence on the creation of thriving places which function successfully, provide attractive and healthy environments and meet the aim of building sustainable developments. The Councils' individual Local Plans will contain policies relating to conserving and enhancing the natural and historic environment at the District level, including nationally designated sites.

Green Belt

The NPPF paragraph 133 expresses the importance attached to Green Belt by Government and that fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts being their openness and their permanence. The purpose of Green Belt is further defined in paragraph 134

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The NPPF states that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. However before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development, including use of brownfield sites, density standards in towns and city centres and accommodating identified need outside the local authority boundary.

There are 4 areas of green belt within Derbyshire as detailed below and shown in Figure 3 below:

- Derby/Nottingham Green Belt - proposed in 1955 sought to prevent urban expansion in the Nottingham-Derby area and maintain the separate identity of smaller settlements.
- North East Derbyshire Green Belt (also known as the Sheffield / South Yorkshire Green Belt) - first drawn up in 1955 to limit the sprawl of the Sheffield conurbation and prevent it joining up the settlements of north eastern Derbyshire.
- North West Derbyshire Green Belt - drawn up in 1955 to prevent continuing urban expansion in the areas adjoining Manchester.
- South Derbyshire Green Belt - adopted in 1983 covers the open countryside between Swadlincote and Burton-upon-Trent.

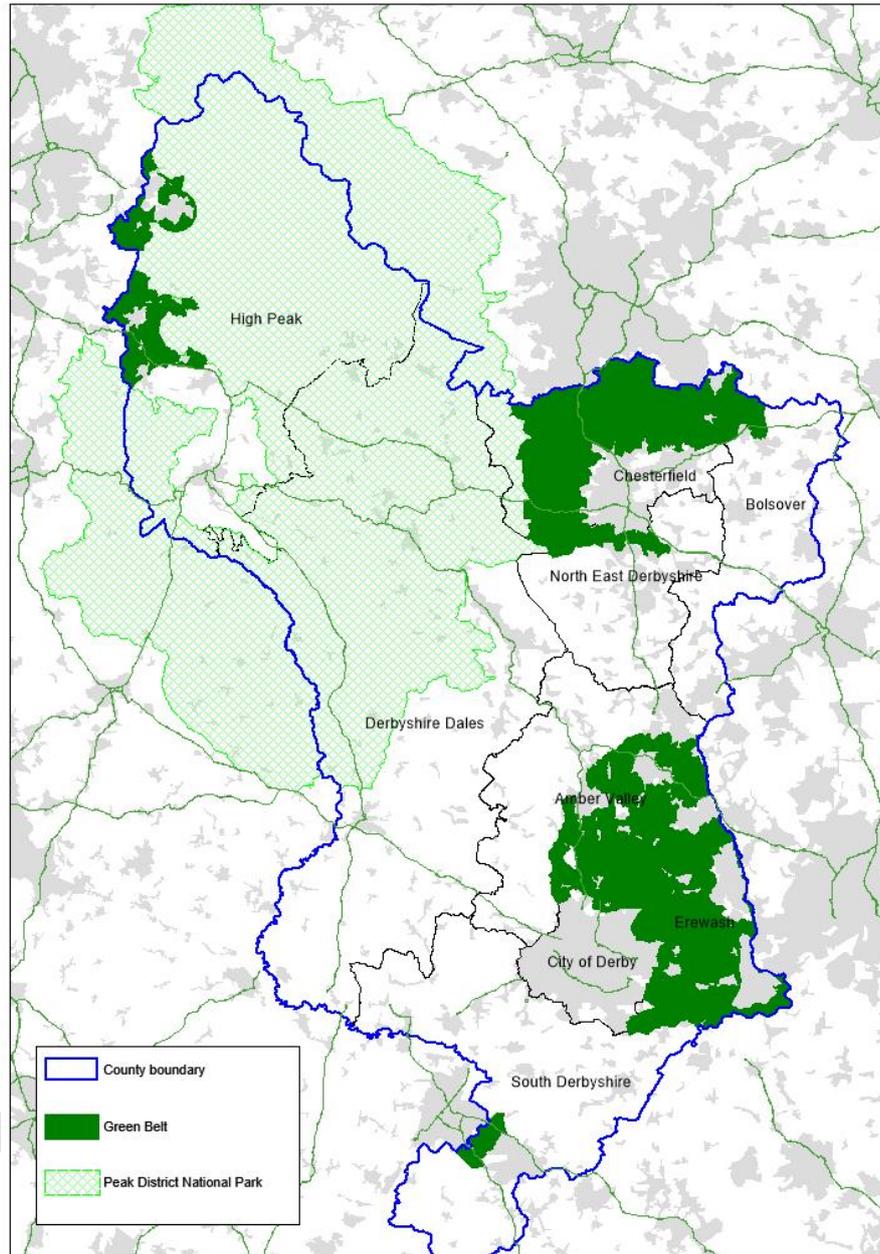


Figure 3: Areas of Green Belt within Derbyshire

HMA-wide reviews were carried out in last round of Local Plan Reviews for the Derby Principal Area (including areas of Green Belt in Amber Valley Borough, Derby City, Erewash Borough and South Derbyshire District) and District-wide Green Belt Reviews in Amber Valley Borough, Bolsover District (partial Review) and North East Derbyshire District. Last strategic level Green Belt Review was carried out for the Nottingham – Derby Green Belt in 2006/2007 to inform preparation of East Midlands Regional Plan and approach to growth in the Three Cities Sub-Region.

A Common Green Belt Review Methodology has been developed by the Local Planning Authorities in the Sheffield City Region (2015) to inform the last/emerging round of Local Plan Reviews. Green Belt in High Peak is separate from the rest of Derbyshire and relates to the Greater Manchester conurbation.

Existing agreed MoUs' between HPBC, Stockport MBC and Cheshire East include a commitment to consider a consistent approach to Green Belt reviews. A draft Memorandum of Understanding (MoU) with Tameside MBC also reflected this principle.

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Education

Derbyshire County Council and Derby City Council as the respective Local Education Authorities have a statutory duty to make education provisions available for each young person. This duty applies across all schools and includes academies. In Derby and Derbyshire, an increasing number of primary and secondary schools are academies and are managed by Academy Trusts.

The Local Education Authorities seek to ensure that there are sufficient school places available for children arising from new development and will engage with the development plan and planning processes accordingly. The provision of education facilities can be delivered through financial contributions to increase capacity at existing facilities or the provision of new schools as necessary. An indication can be provided during the development or review of a local plan as to the potential for the normal area schools to accommodate the growth proposed. This will also need to be assessed through the planning application consultation process due to the need for the response to reflect up to date local demographics and demand for school places.

Pupil yields for new primary and secondary school places along with the per pupil place contributions, are set out within Derby City Council's Developer Contributions SPD and County Council's Developer Contributions Protocol. Whilst each authority organises its own policy and process, however where places are available, children resident in Derby City can be admitted to County schools and vice versa.

Transport

In 2018 the Government published its Clean Growth Strategy which identifies that despite a shift to more efficient vehicles, there has only been a 2% reduction in transport emissions since 1990 due to a 9% increase in road traffic. The transport sector now accounts for 24 per cent of the UK's emissions.

To meet the 2050 net zero target, almost every car and van will need to be zero emission by 2050. The Government has announced a 10 point plan for a Green Industrial Revolution which includes an end to the sale of all new conventional petrol and diesel cars and vans by 2030. In addition emissions from heavy goods vehicles (HGVs) will also need to reduce significantly to make a meaningful contribution towards meeting the UK's overall 2050 target.

Derbyshire County Council and Derby City Council are the Highways Authority for their respective areas. Over recent years the County and City Councils have worked collaboratively to design, plan and implement strategic and local transport improvements.

Derbyshire County Council as the Highways Authority in Derbyshire is responsible for the production of the Local Transport Plan (LTP) and is currently implementing its third LTP. LTP 3 2011-2026 is based on a long-term transport strategy for Derbyshire County Council's administrative area and puts its emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment. It includes consideration of economic, environmental and social concerns

Derby City Council's LTP 3 2011-2026 LTP3 covers the administrative area of Derby City, its vision being to provide people living and travelling within Derby with viable travel choices and effective and sustainable transport networks. Key to delivering LTP3 is the drive to support low cost and low carbon alternatives to the car such as walking, cycling and using public transport. In addition, measures to improve road safety and air quality are essential to enhance health and well-being.

Since the adoption of LTP3, a number of major infrastructure projects have been announced and the Council are developing projects to tap into these. Improving Derby's links to HS2 and East Midlands Airport are key to ensuring the City's long-term economic prosperity.

Derbyshire County and Derby City Council's previously produced LTPs jointly with LTP2 covering the area of the city and the travel-to-work area outside. The decision to change the geographical scope of the plan was taken jointly between Derby City Council and Derbyshire County Council in order to make sure the Plans are locally relevant, and to simplify monitoring and reporting. Both Councils are committed to continuing to work closely together and improving planning on transport issues.

Derbyshire County Council has commenced its review of the LTP as the current plan does not reflect a number of significant changes in context which have emerged since its preparation, most notably:

- HS2 and associated growth strategies
- Policy and market changes towards the take-up of low-emission vehicles
- Increased need for adaptation to climate change e.g. in response to more regular extreme weather events.
- Steps towards increased adoption of technological solutions, including traffic management, 'smart' and multi-operator ticketing, and potentially presence on UK highways of connected and autonomous vehicles
- Market-driven connectivity initiatives such as Uber and delivery by drone
- Mobility as a Service (MaaS)
- Rural mobility, MaaS, end to end journeys, working from home
- Highways England's Roads Investment Strategies
- The emergence of Sub-national Transport Bodies (STBs) and their role in shaping strategy and implementation, including:
 - Definition of Major Roads Networks and Regional Evidence Bases
- The emergence of Local Enterprise Partnerships and their role in setting strategic context and in the administration of Local Growth Fund programmes and upcoming Shared Prosperity Fund programmes
- The UK's exit from the European Union and consequent changes in funding streams
- Changes in mode-specific legislation, programmes and guidance including the Bus Services Act 2017 and Local Cycling and Walking Investment Plans.

A number of major national and strategic transport infrastructure projects are being planned, which will have an important impact on the future economy of the city and county but also have associated environmental impacts, including HS2 and highway improvement schemes such as the A38 Derby Junctions and Trans-Pennine Highway Scheme.

Derbyshire County Council and Derby City are working with local authority partners to implement the Derbyshire Key Cycle Network. Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. The LCWIP will cover the geography of the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Local Enterprise Partnership. The Government would wish to see the LCWIP integrated into local planning policy.

Both Derby City and Derbyshire County Councils have developed strategies to support the move towards low emission vehicles which will support future policy and actions.

Derby City Council in order to reduce nitrogen dioxide levels at one site, reduce carbon emissions and assist in the delivery of climate change obligations, has produced a strategy to support residents and businesses in Derby City to transition from petrol and diesel vehicles to ultra low emission vehicles (ULEV) and support the changeover to 50% electric taxis by 2025.

The County Council has also developed and agreed a Low Emission Vehicle Infrastructure (LEVI) Strategy 2019-2029 to demonstrate a commitment to promote the uptake and deployment of LEV's, including electric, hybrid, hydrogen and e-bikes. The expectation is that most LEV users will choose to charge at home, development of a public charging network will provide the confidence for residents, businesses, public transport operators, community groups, tourists and leisure industries to use LEV's in Derbyshire. The LEVI Strategy sets out how the County Council will meet the need for a network which represents good value for money, responds to changing demands and embraces new technologies.

The City Council have also adopted an Air Quality Action Plan which sets out the actions the Council will take to improve air quality in Derby and tackling NO2 hotspots which have exceeded the National Air Quality Objective (NAQO) annual mean target.

Adult Social Care and Health

The link between planning and health has been long established. The built and natural environments are major determinants of health and wellbeing. The National Planning Policy Framework (2019) recognises the significant synergies between environment and health and as such embeds health within the planning system, recognising that planning policies and decisions should aim to achieve healthy, inclusive and safe places along with the facilities and opportunities which create a community.

There is a fundamental relationship between a person's health and their environment (Town and Country Planning Association (TCPA), 2019)⁴. The built and natural environment where we live, work and play is inextricably linked to health and wellbeing, and can determine the health outcomes of individuals and populations.

Whilst access to healthcare is important, 90% of people's health and wellbeing is linked to the wider determinants of health as outlined in Figure 4 below (The Health Foundation, 2017)⁵ and associated lifestyle factors.

The wider social determinants outlined in Figure 4 are influenced by various factors, such as neighbourhood design, quality of homes, exposure to air pollution, access to greenspace, contact with good quality education and employment opportunities, maximisation of opportunities to connect communities via community facilities and sustainable active travel options.

Better outcomes for people and places can be achieved when built environment professionals work with health and social care professionals (TCPA, 2019) across the whole system. The potential impact on population and human health should be considered early in the development of planning proposals, to enhance the design of places from a health improvement perspective.

The respective Derby and Derbyshire Health and Wellbeing Boards were formed as a result of the Health and Social Care Act (2012). Each Health and Wellbeing Board is responsible for producing a Health and Well-being Strategy underpinned by a Joint Strategic Needs Assessment. The Derbyshire Board focuses on improving the health and wellbeing of Derbyshire residents and has produced 'Our Lives, Our Health – Derbyshire Health and Wellbeing Strategy, 2018-2023' (2018). The Derby City Health and Wellbeing Board and has produced The Derby Health and Wellbeing Strategy 2014-2019.

⁴ Town and Country Planning Association (2019) The State of the Union – reuniting health with planning in promoting healthy communities www.tcpa.org.uk

⁵ What Makes us Healthy? <https://www.health.org.uk/infographic/what-makes-us-healthy>

In 2016 a Strategic Statement Planning and Health across Derbyshire and Derby City acknowledged links between public health objectives and how places can be shaped to respond to them.

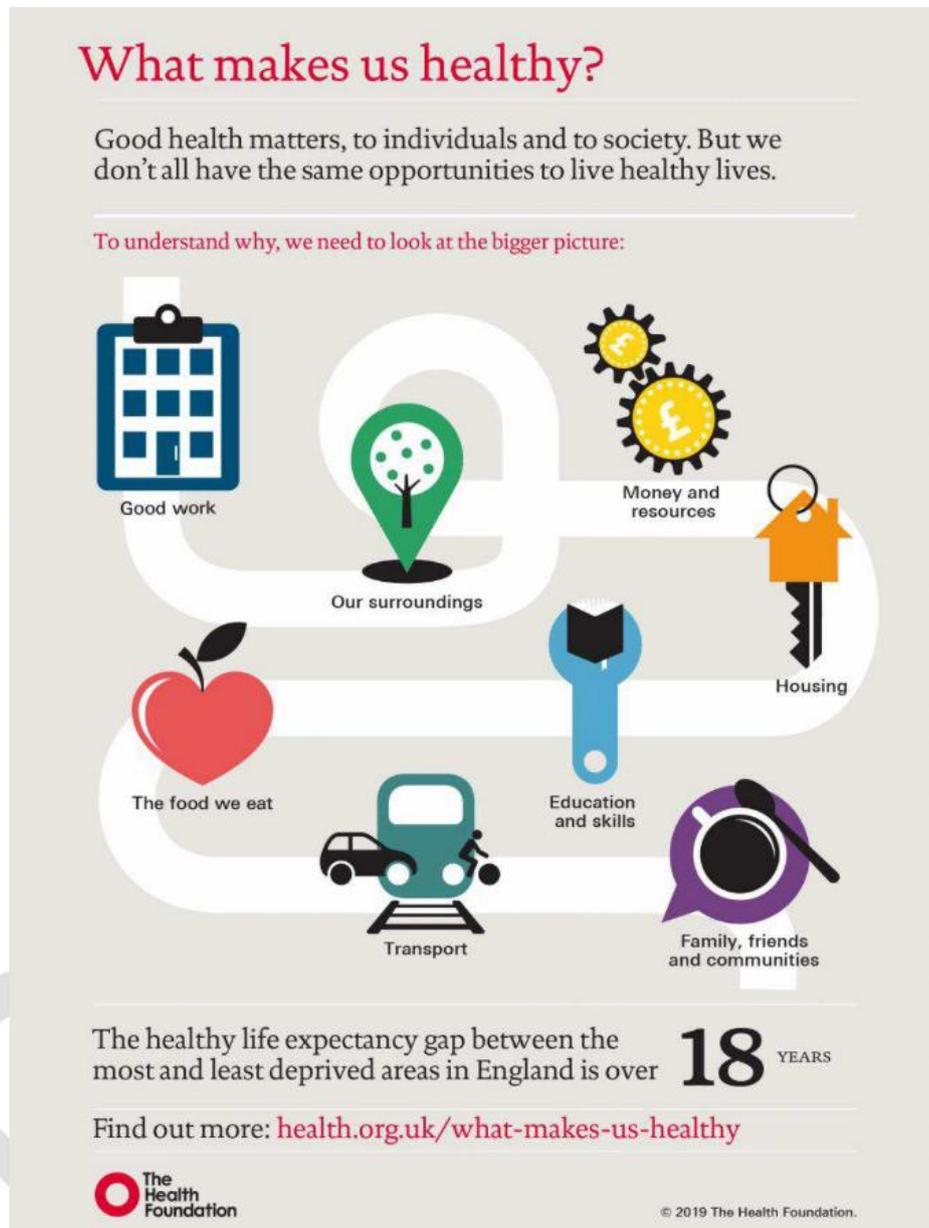


Figure 4 What Makes Us Healthy? (Health Foundation 2019)

Minerals and Waste

Minerals

Derbyshire is renowned for its varied and attractive landscapes which support an important tourist industry. The geographical county includes part of the Peak District National Park area which is also an important visitor attraction. Many of the important mineral resources are to be found in these areas of high landscape value, whilst other minerals are located in areas close to the main built-up areas and the historic environments they contain. It is therefore especially important to ensure that the working of essential minerals takes place without causing harm to these features and local communities.

Ensuring a steady and adequate supply of the important minerals which are required to meet our needs can lead to pressure for new development, such as new or extended quarries and other forms of mineral extraction. As well as delivering benefits, these developments can generate impacts which could affect our environment, communities, our quality of life and climate change.

In the past, sand and gravel workings in the Plan Area have been restored to after-uses with an approach that has concentrated on the requirements of the specific site rather than considering its context within the wider surrounding landscape of the river corridor. As sand and gravel workings have developed over a wider area, this approach has resulted in a landscape which has become progressively fragmented; the overall environmental and cultural integrity of the landscape is gradually being altered. An alternative approach seeks to develop a long term strategy for the restoration of sand and gravel workings in the Trent, Derwent and Lower Dove Valleys⁶. It is expected that this would promote a more coordinated landscape scale approach to minerals planning that involves developing an overarching strategy for the working and restoration of sites in the Trent Valley.

Waste

The new Waste Local Plan (being jointly prepared with Derby City Council) will replace the existing Waste Local Plan (adopted in 2005). The Plan will guide waste related development in Derby and Derbyshire (outside the Peak District National Park) until 2035 by setting out the general locations for the major facilities and the principles used to decide planning applications over this period. Discussions between the waste planning authorities and the borough and district councils in Derbyshire have been ongoing regarding the potential availability and suitability of existing and proposed industrial areas for the development of waste treatment facilities.

⁶ <https://www.derbyshire.gov.uk/site-elements/documents/pdf/environment/planning/planning-policy/minerals-local-plan/chapter-12.2-restoration-strategy-for-the-river-valleys.pdf>

The Derbyshire and Derby City Joint Municipal Waste Management Strategy (DJMWMS) has been produced by the Derbyshire Waste Partnership (DWP) which consists of 10 Derbyshire partner authorities. The way that waste is managed in Derbyshire is shaped by both national and European policy and legislation that include targets for recycling, reduction of certain waste streams going to landfill, and activity around waste prevention and revolves around the principle of the waste hierarchy.

Landfilling operations represent the least favourable waste management option as described in the waste hierarchy (as pictured). Additionally final disposal is not consistent with the circular economy approach which seeks to remove as far as possible any need for final disposal through the better design of products and more emphasis on re-use, repair and recycling.



Landfill does continue to play a vital strategic role and will continue to do so in the future. Since the 1990s the number of active landfill sites in Britain has dropped to under 250 from 1,500. This has been driven by changes in environmental standards, making it harder for some sites to remain viable, landfill tax which has made final disposal increasingly more costly and more recycling/recovery operations coming on stream reducing volumes of material being sent to final disposal (as per the Waste hierarchy objective)

However when considering the future strategic need for landfill there are a number of important considerations to take into account, other than the declining number of UK operational sites already described:

- 1) Household recycling rates (a key driver of landfill diversion) appear to be tailing off
- 2) A capacity gap still exists for treatment and recycling capacity further up the waste hierarchy and therefore there is increasing pressure in relation to whether alternative infrastructure has the continued ability to divert from landfill

- 3) Question marks remain over non-EU waste exports since the China plastics ban and the environmental standards of other overseas destinations & whether longer terms this will impact UK waste assets, including landfill.
- 4) For EU Waste exports the situation with Brexit remains wholly unclear. The UK currently exports between 3-4m tonnes of waste, mostly as Refuse Derived Fuel (RDF) to the EU. Economically this waste may have to be repatriated within the UK if tariffs and delays occur. Much of this material has already been highly processed and therefore may only be suitable for landfill if sufficient thermal treatment capacity isn't available, especially in the short term. This means more waste diverted back to landfill and subsequently more pressure on sites.
- 5) Very little new landfill capacity is coming forward nationally as a strategic aim of Waste Local Plans, partly because of the aims of the hierarchy and cost but also because there has been a tendency to rely on existing capacity and established landfill markets. This is creating the very real possibility of an absence of any landfill capacity in certain parts of the Country, in particular the South East and East of England.
- 6) Duty to Cooperate (DtC). Given number 5 above there DtC requests from other WPA's regarding the continued availability of landfill void in Derby/Derbyshire as sites in their own areas are completed/closed, thus creating national landfill availability pinch points.

In recognition that minerals and waste planning issues often affect larger than local areas and can best be planned for at a wider than local level, Derby and Derbyshire (excluding the National Park area) are working together to jointly prepare the new Minerals and Waste Local Plans. Once finalised, will set out planning policies to help guide decision making on matters such as where, when and how minerals and waste developments should be planned, controlled and allowed up to the end of the Plan period (2035).