

CEF 5a Repton Neighbourhood Development Plan - Justification of Policies with References to Existing Planning Documents

This section describes the justification for the adoption of the policies by quoting relevant references to significant existing planning documents. These include National Planning Policy Framework (NPPF), South Derbyshire District Council Local Plan Part 1 and Part 2 (October 2016), Derbyshire Local Transport Plan 2011-2026, South Derbyshire District Council Employment Land Review 2007, Derbyshire County Council: Landscape Character Descriptions 8. Melbourne Parklands, Derbyshire County Council: Greenways Strategy for South Derbyshire) Repton Conservation Area Character Statement (SDDC 2013),

Housing

Policy H1

National Planning Policy Framework

- P10 - develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development.
- P11- plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan.
- P12- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.

SDD Local Plan Part 1

- P26 - To accommodate growth, brownfield land and disused buildings will be brought back into beneficial use.
- P19 - The population is also becoming older and more diverse with implications for the types of housing, facilities and support services that will be needed in the future.
- P28 - To make optimum use of previously developed and under-used land and bring empty and derelict buildings into reuse subject to wider sustainability considerations.
- P32 - The new development across the District will bring with it additional traffic which in some places in the District already is an issue. Mitigation measures will be put in place where possible to reduce the impact of the new development. The use of non-car modes of travel will always be encouraged and incorporated into developments where appropriate.
- Policy BNE2 - The District Council will work with private owners and developers to bring forward opportunities to secure the long-term future, sensitive use or re-use of under-utilised buildings, and the development of gap sites in conservation areas where development is beneficial to the character and appearance of the area.

SDDC Local Plan Part 2 (October 2016)

- Policy H23 - The key considerations for each of the sites are:
 - i) Transport impacts – including vehicular access points, visibility, pedestrian and cycle links and impact on the existing road network.
 - ii) Impact on the surrounding landscape and/or townscape
 - iii) Management of flood risk and drainage

- iv) Impact on designated and non-designated heritage assets and settings
- v) Biodiversity impacts
- vi) The design and layout to take account of site characteristics

DCC Local Transport Plan 3

- Policy - TLA5 Settlements with existing or proposed public transport interchange facilities will be favoured as locations for new development.
- Policy - TLA8 Where multiple development proposals are likely to have a significant influence on the local transport network, proportional investment may be required in the necessary improvements to the network.

DCC - The Landscape Character of Derbyshire, with particular reference to Descriptions 8. Melbourne Parklands

- Primary aim: Conservation of rural character. Where built development, including modern housing, could have a significant and detrimental effect on landscape character and where there are clear development pressures.
- Primary aim: Conservation of settlement pattern. Where a clear and distinctive settlement pattern could easily be eroded or destroyed by new built development, and where there are clear development pressures.

Policy H2

National Planning Policy Framework

- P12 - contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework.
- P12 - take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.

SDD Local Plan Part 1

- P11 - It also means addressing as far as is possible the need for new school places, traffic congestion, climate change, flooding and housing that is affordable in choosing areas for development as well as conserving what's special about South Derbyshire's heritage and natural Environment.
- P28 – The countryside, rivers, green spaces and networks which connect them, together with the District's cultural and heritage assets will have been protected and enhanced and the quality and diversity of the District's wildlife habitats will have been improved. New development will reflect and reinforce the District's many distinct landscapes and will protect the integrity of our most sensitive wildlife sites, landscapes and heritage assets
- P28 - To ensure the needs of an ageing population, and a higher than average proportion of younger people, are recognised in shaping all aspects of our communities.
- Policy BNE4 - The character, local distinctiveness, and quality of South Derbyshire's landscape and soil-scape will be protected and enhanced through the careful design and sensitive implementation of new development.

SDDC Local Plan Part 2 (October 2016)

- Policy H23 - The key considerations for each of the sites are:
 - i) Transport impacts – including vehicular access points, visibility, pedestrian and cycle links and impact on the existing road network.
 - ii) Impact on the surrounding landscape and/or townscape
 - iii) Management of flood risk and drainage
 - iv) Impact on designated and non-designated heritage assets and settings
 - v) Biodiversity impacts
 - vi) The design and layout to take account of site characteristics

Policy H3

National Planning Policy Framework

- P19 - plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own Homes).

SDD Local Plan Part 1

- P19 - The population is also becoming older and more diverse with implications for the types of housing, facilities and support services that will be needed in the future.
- P19 - The right amount and types of housing will need to be provided in the future to meet people's needs. House prices remain unaffordable for many in the District and recent house price rises are likely to increase the number of people unable to afford to buy or rent a home in the District.
- P25 - Taking into account the content of local strategies, our emerging evidence base and the outcome of consultation we have undertaken, a number of key issues have been identified:
 - The District's population is growing, ageing and diverse in its needs.
 - The cost of housing is unaffordable for many and the longer term trend is a growing gap between average earnings and house prices.
- P26 - 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.

Policy H4

National Planning Policy Framework

- P11 - take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.
- P21 - respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.
- P21 - establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.

- P22 - Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions
- P36 - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
 - the desirability of new development making a positive contribution to local character and distinctiveness; and
 - opportunities to draw on the contribution made by the historic environment to the character of a place

SDD Local Plan Part 1

- P11 - It also means addressing as far as is possible the need for new school places, traffic congestion, climate change, flooding and housing that is affordable in choosing areas for development as well as conserving what's special about South Derbyshire's heritage and natural Environment.
- P20 - Considerable efforts have been made to conserve their character and some, such as Repton, Ticknall and Melbourne are of particular historic value. The villages and rural areas are attractive places to live and important for tourism, but a key challenge for the Local Plan will be to ensure their sustainability by promoting the right amounts and types of development.
- P20 - Local heritage is an important part of the unique character of the area with 22 Conservation Areas, over 700 listed buildings, 20 Scheduled Ancient Monuments and five historic parks and gardens.
- P27 - 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 and enhanced.
- P28 - To respect and enhance the varied character, landscape, cultural, heritage and natural environment of our fast growing District.
- P33- It is essential that the District's heritage assets, landscape and rural character are protected, conserved and enhanced.
- Policy BNE1 - New development should create places with a locally inspired character that respond to their context and have regard to valued landscape, townscape and heritage Characteristics;
- Policy BNE1 – New development will be expected to relate positively to the context of the development site and the special characteristics of the District and its neighbouring settlements.
- Policy BNE2 - Development that affects South Derbyshire's heritage assets will be expected to protect, conserve and enhance the assets and their settings in accordance with national guidance and supplementary planning documents which the authority may produce from time to time.

- Policy BNE10 - Development that affects any heritage asset will need to ensure that development proposals contribute positively to the character of the built, historic and natural environment.

DCC - The Landscape Character of Derbyshire Part 2 – Managing Development and Landscape Change

- Primary aim: Conservation of vernacular character. Where a particular building style or building material makes a significant contribution to the character of the landscape and local distinctiveness, e.g. magnesian limestone cottages with red clay pantile roofs.

DCC - The Landscape Character of Derbyshire, with particular reference to Descriptions 8. Melbourne Parklands

- P7 - The character of the landscape is strongly influenced by its cultural associations with large estates, and the settlements of Repton and Melbourne. The historic origins of Repton (Anglo-Saxon) and Melbourne (Norman) remain evident and these well preserved settlements make a significant contribution to the area's particular

Policy H5

National Planning Policy Framework

SDD Local Plan Part 1

SDDC Local Plan Part 2 (October 2016)

- Policy H27 - Extensions and alterations to dwellings or the erection or alteration of outbuildings, annexes, structures and boundary treatments within residential gardens, will be permitted provided that the proposals:
 - i) Are of a scale and character in keeping with the property; and
 - ii) Are not unduly detrimental to the amenities of adjoining properties or the general character of the area.

DCC Local Transport Plan 3

- Policy - TENV3 Consideration should be given to the appropriateness of providing infrastructure for alternative vehicle technology, for example, the installation and operation of charging points for electric/hybrid vehicles in new Developments.

Open Spaces/Environment

Policy OS1

National Planning Policy Framework

- P5 - Our natural environment is essential to our wellbeing, and it can be better looked after than it has been.
- P21 - optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks.
- P24 - Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning

policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
- P24 - Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period. Where the green space is in reasonably close proximity to the community it serves;
 - where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
 - where the green area concerned is local in character and is not an extensive tract of land

SDD Local Plan Part 1

- P26 – The countryside, rivers, green spaces and networks which connect them, together with the District’s cultural and heritage assets will have been protected and enhanced and the quality and diversity of the District’s wildlife habitats will have been improved.
- P28 - To ensure the social, physical and green infrastructure needed to support strong growth levels is provided at an appropriate time and made accessible to our communities.
- P33- It is essential that the District’s heritage assets, landscape and rural character are protected, conserved and enhanced.
- P33- There will also be encouragement for healthy lifestyles through leisure pursuits, open space and greater accessibility for residents
- Policy INF7 - The Council will expect all schemes for new housing and commercial development to protect existing green infrastructure and landscape elements, as far as possible and bring forward development that maximises the opportunities to conserve, enhance and restore biodiversity and geological diversity and increase the provision of, and access to, green infrastructure.

- Policy INF9 - To address this, the Council will work with partners to provide sufficient high quality green space and recreation facilities including sports pitches and built facilities, allotments, woodland creation, cemeteries and publicly accessible natural green space to meet the needs of new residential development and, where possible, to meet the needs of the existing population.

SDDC Local Plan Part 2 (October 2016)

- Policy BNE8 - Local Green Spaces are provided with special protection due to their particular importance to the community and contribution to the local character of the area. Such areas are valued and cherished by the local community and should be preserved for future generations to enjoy.

Policy OS2

National Planning Policy Framework

- P25 - The planning system should contribute to and enhance the natural and local environment by: protecting and enhancing valued landscapes, geological conservation interests and soils

SDD Local Plan Part 1

- P28 - To respect and enhance the varied character, landscape, cultural, heritage and natural environment of our fast growing District.
- P33- It is essential that the District's heritage assets, landscape and rural character are protected, conserved and enhanced.
- Policy INF7 - The Council will expect all schemes for new housing and commercial development to protect existing green infrastructure and landscape elements, as far as possible and bring forward development that maximises the opportunities to conserve, enhance and restore biodiversity and geological diversity and increase the provision of, and access to, green infrastructure.

Policy OS3

National Planning Policy Framework

- P32 - Local planning authorities should: set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

SDD Local Plan Part 1

- P28 - To respect and enhance the varied character, landscape, cultural, heritage and natural environment of our fast growing District
- P33- It is essential that the District's heritage assets, landscape and rural character are protected, conserved and enhanced.
- Policy BNE4 - Developers will be expected to retain key valued landscape components such as mature trees, established hedgerows and topographical features within development sites unless it can be demonstrated that the loss of features will not give rise to unacceptable effects on local landscape character.

SDDC Local Plan Part 2 (October 2016)

- Policy BNE7 - Trees, woodlands and hedgerows make a valuable contribution to the environmental quality of an area; with any development proposal the Council will seek to minimise their loss.

DCC Local Transport Plan 3

DCC - The Landscape Character of Derbyshire Part 2 – Managing Development and Landscape Change

- Primary aim: Management of arable field margins. Where arable and mixed farming practices are the predominant land-use and it is desirable to promote the more sensitive management of field margins for the benefit of nature conservation.
- Primary aim: Conservation of primary field boundaries. Where there are strong cultural associations, i.e. landscapes with a long history of settlement, and where boundaries demarcate strong cultural lines, e.g. parish boundaries, sinuous boundary demarcating edge of floodplain.
- Primary aim: Hedgerow replanting and management. Where hedgerows are the traditional field boundary and where there is an overall desire, coupled to appropriate management, to strengthen this character by replanting or infilling hedge lines.

Amenities/Services

Policy AS1

National Planning Policy Framework

- P8 - a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being.
- P12 - take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.
- P47 - Local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship), including expected future changes, and any information about relevant barriers to improving health and well-being.

SDD Local Plan Part 1

- P25 - New development will need to be accompanied by a wide range of infrastructure, services and facilities to address future and existing deficiencies.
- P26 - Local communities will be healthy and inclusive and will have access to a range of jobs, housing, education, health, shops, services, facilities and green space by a choice of travel options including public transport and other non-car modes.

Policy AS2

National Planning Policy Framework

- P24 - Planning policies and decisions, in turn, should aim to achieve places which promote: opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the Vicinity.

SDD Local Plan Part 1

- Policy INF6 – SDDC Require that development that increases the demand for community facilities* and services either:
 - a) provides the required community facilities as part of the development, or:
 - b) makes appropriate contributions towards providing new facilities or improving existing facilities.
 - ii) Facilitate the efficient use of community facilities and the provision and upkeep of multi-purpose community facilities that can provide a range of services to the community at a single, accessible location.
- Policy INF9 - The loss of open space, sport and recreational facilities will only be permitted in exceptional circumstances where an assessment shows that existing open space and facilities exceed the required level of provision, the loss would be compensated for through equivalent or better provision or the development would involve the provision of alternative sport or recreation facilities for which there is a greater need.

Community, Leisure and Employment

Policy CLE1

National Planning Policy Framework

- P24 - Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area.
- P47 - Local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship), including expected future changes, and any information about relevant barriers to improving health and well-being

SDD Local Plan Part 1

- P33 - There will also be encouragement for healthy lifestyles through leisure pursuits, open space and greater accessibility for residents.
- Policy BNE1 - Healthy Lifestyles: New development should address social sustainability issues, by supporting healthy lifestyles, including through the promotion of active travel, the provision of public open space, sports and other leisure facilities.
- Policy INF1 - New development that is otherwise in conformity with the Local Plan but generates a requirement for infrastructure will normally be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:
 - i) Already in place, or
 - ii) There is a reliable mechanism in place to ensure that it will be delivered in the right place, at the right time and to the standard required by the Council and its partners.
- Policy INF1 - New development that is otherwise in conformity with the Local Plan but generates a requirement for infrastructure will normally be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:
 - i) Already in place, or
 - ii) There is a reliable mechanism in place to ensure that it will be delivered in the right place, at the right time and to the standard required by the Council and its partners.

Policy CLE2

SDD Local Plan Part 1

- Policy BNE1 - New development should not have an undue adverse affect on the privacy and amenity of existing nearby Occupiers.
- Policy INF2 - Development should include appropriate car parking provision having regard to:
 - parking standards, to be published as a Supplementary Planning Document;
 - the need to ensure that development would not have an undue detrimental impact on pedestrian and cyclist movement and highway safety;
 - the need to encourage travel on foot, by cycle and by public transport in preference to the private car by minimising parking provision;
 - the need to provide sufficient conveniently located spaces to meet the needs of people with impaired mobility;
 - the conclusions of any Transport Assessment undertaken in accordance with Part 2 of this policy;
 - the need to encourage the use of low emission vehicles.

Policy CLE3

National Planning Policy Framework

- P16 - Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities

SDD Local Plan Part 1

- P28 - To reduce the need to travel and to encourage necessary travel to be by sustainable modes of transport, providing access to jobs, shopping, leisure, services and facilities from all parts of the District.

SDDC Local Plan Part 2 (October 2016)

- Policy RTL1 - Key Service Villages provide a range of retailing provision and other services to a localised catchment population, including a convenience store and a sub Post Office. Whilst some Local Service Villages provide some of these facilities, others do not. Nevertheless, the policy would allow for the favourable consideration of any proposals for additional provision and will resist the loss of existing facilities.

Policy CLE4

National Planning Policy Framework

- P11 - proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.
- P12 - To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.
- P13 - facilitate flexible working practices such as the integration of residential and commercial
- P15 - Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should: support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings.

SDD Local Plan Part 1

- P28 - To reduce the need to travel and to encourage necessary travel to be by sustainable modes of transport, providing access to jobs, shopping, leisure, services and facilities from all parts of the District.
- Policy E7 - The reuse or adaption of existing redundant farm buildings can be a means of providing suitable premises for small business at low cost whilst avoiding harm to the environment. Re-use for employment purposes would generally be preferable to use for other purposes as it can make the greatest contribution towards addressing economic needs and enhancing the sustainability of rural communities.

Policy CLE5

National Planning Policy Framework

SDD Local Plan Part 1

- P27 - 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 and enhanced.
- Policy E7 - Policy E7 Rural Development. Development proposals which diversify and expand the range of sustainable employment activities on land outside of settlement boundaries
- will be supported by the Council provided they support the social and economic needs of the rural communities in the District. The Council will support proposals for the re-use, conversion and replacement of existing buildings and development of new buildings where:
 - i) it is supported by a sound business case;
 - ii) the local highway network is capable of accommodating the traffic generated;
 - iii) development will not give rise to any undue impacts on neighbouring land;
 - iv) it is well designed and of a scale commensurate with the proposed use
 - v) visual intrusion and the impact on the character of the locality is minimised.

Travel and Transport

Policy T1 and T2

National Planning Policy Framework

- P15 - support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.
- P17 - If setting local parking standards for residential and non-residential development, local planning authorities should take into account:
 - the accessibility of the development;
 - the type, mix and use of development;
 - the availability of and opportunities for public transport;
 - local car ownership levels;

SDD Local Plan Part 1

- P11 - It also means addressing as far as is possible the need for new school places, traffic congestion, climate change, flooding and housing that is affordable in choosing areas for development as well as conserving what's special about South Derbyshire's heritage and natural environment.

- P32 - The new development across the District will bring with it additional traffic which in some places in the District already is an issue. Mitigation measures will be put in place where possible to reduce the impact of the new development. The use of non-car modes of travel will always be encouraged and incorporated into developments where appropriate.
- P43 - the provision of new or enhanced walking, cycling, public transport and rail freight services and infrastructure and, where needs cannot be met by the aforementioned means, highway and car/lorry parking infrastructure.
- Policy INF2 - travel generated by development, including goods vehicle movement, should have no undue detrimental impact upon local amenity, the environment, highway safety, the efficiency of transport infrastructure and the efficiency and availability of public transport services.
- Policy INF1 - Swarkestone bridge and causeway is identified as a problem, with a Scheduled Ancient Monument carrying a principal road on an alignment not suited to the volume or mix of traffic using it. The development of a potential alternative highway route is identified as having potential for appraisal as a County Council sponsored Scheme.
- Policy INF2 - Development should include appropriate car parking provision having regard to:
 - parking standards, to be published as a Supplementary Planning Document;
 - the need to ensure that development would not have an undue detrimental impact on pedestrian and cyclist movement and highway safety;
 - the need to encourage travel on foot, by cycle and by public transport in preference to the private car by minimising parking provision;
 - the need to provide sufficient conveniently located spaces to meet the needs of people with impaired mobility;
 - the conclusions of any Transport Assessment undertaken in accordance with Part 2 of this policy;
 - the need to encourage the use of low emission vehicles.
- Policy INF4 - The Council will seek, where possible, to meet the transport demand arising from new development through the use of remaining capacity in the existing transport network, or by measures to encourage and enable travel by non-motorised means. However, the evidence indicates that some new highway development will be needed in order to avoid unacceptable congestion. The Council will work in partnership with Derbyshire County Council, Derby City Council, developers and other organisations to deliver these schemes.

SDDC Local Plan Part 2 (October 2016)

DCC Local Transport Plan 3

- Policy TLA1 – Encourage planning applications in locations served easily by rail and/or major roads, aiming to reduce congestion on strategic routes and also locally.
- Policy – TLA2 Ensure new developments provide for accessible transport services, such as public transport improvements and links to existing public transport, cycling and pedestrian networks, requiring developer contributions where necessary. Developer

contributions would be either through a Section 106 agreement with the developer and appropriate planning authority or, if relevant, a Community Infrastructure Levy.

SDDC Employment Land Study, with particular reference to Employment Land Review Executive Study

- The majority of employees work outside the parish, increasing pressure on transport systems. In addition, the evidence in the documents shows neighbouring regions also have similar issues, thus increasing through-traffic in Repton.

Policy T3 and T4

National Planning Policy Framework

- P15 - Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- P15 - Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of Transport.
- P16 - Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
 - accommodate the efficient delivery of goods and supplies;
 - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
 - incorporate facilities for charging plug-in and other ultra-low emission vehicles;
- P17 - Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.
- P24 - Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

SDD Local Plan Part 1

- P28 - To reduce the need to travel and to encourage necessary travel to be by sustainable modes of transport, providing access to jobs, shopping, leisure, services and facilities from all parts of the District.
- P42 - Growing reliance upon the private car has given rise to highway congestion; increased air pollution; reduced physical activity; community severance and other detrimental impacts. The NPPF indicates that planning should seek to reduce the need to travel and encourage modal shift away from the use of cars and heavy goods vehicles

towards public transport, cycling, walking and rail freight. The objectives of transport policy are to support economic growth and reductions in greenhouse gas emissions and congestion.

- P43 - encourage modal shift away from the private car and road based freight toward walking, cycling, public transport and rail freight; and iv) support transport measures that address accessibility, safety, amenity, health, social, environmental and economic needs, both current and forecast.
- Policy BNE1 - New development should address social sustainability issues, by supporting healthy lifestyles, including through the promotion of active travel, the provision of public open space, sports and other leisure facilities.
- Policy BNE2 - The Council will work in partnership with County Councils, neighbouring local authorities, the National Forest Company, charitable organisations, landowners and developers to secure the expansion, improvement and protection of walking and cycling networks, including public rights of way, cycle routes, greenways and supporting infrastructure. Routes should be coherent, direct, continuous, safe, secure and attractive and should contribute to the wider green infrastructure network wherever possible.
- Policy INF2 - The Council wishes to encourage walking and cycling as an alternative to car use.
- Policy INF10 - The District Council will seek to maximise opportunities to deliver new, or improve existing sustainable access arrangements including public transport provision, walking and cycling provision where appropriate.

DCC Local Transport Plan 3

- DCC Greenways Strategy - The secondary routes form important connections to improve local accessibility to facilities and services within the main towns - A further secondary route subdivides the above route, creating a link between Willington, Repton and Milton and connects the canal route to the Melbourne to Swadlincote at Foremark Reservoir. (Route marked on map).
- Policy - TLA4 Good quality access and parking facilities for cyclists should be incorporated into both residential and commercial development proposals.
- Policy - TS3 Seek to improve links from new developments to existing walking and cycling networks, and improve canal towpaths and other healthy networks using developer contributions where appropriate.