

Transport

# TRANSPORT

## Introduction

- 6.1 South Derbyshire is criss-crossed by a number of ancient and modern communication channels. The A38 Exeter-Leeds Trunk Road provides access to both the M1 and M18 in the north and to Birmingham and the M6 in the south. A short section of the A6 London-Carlisle Trunk Road passes through the north east of the district, while the A511 Stoke-Leicester Road and the A444 Burton-Nuneaton Road pass through the Swadlincote urban area to the north and south respectively. The A516 Trunk Road links the A511 west of Hatton to the A38 and Derby. Rail services are available from Hatton and Willington Stations the latter having re-opened to services in 1995. The River Trent and the Trent and Mersey Canal, previously navigable for industrial purposes, meander through the area and are now the domain of pleasure craft. The East Midlands International Airport is just outside the district, and is of regional significance.
- 6.2 Responsibility for transportation planning, including public transport, rests with Derbyshire County Council and as such, the District Council is dependant upon the County Council's programme for the implementation of many road and other transportation schemes. Expenditure on road schemes and improvements is detailed in the County Council's annual Transport Policies and Programme document (TPP). However, specific responsibility for Trunk Roads rests with the Department of the Environment, Transport and the Regions.
- 6.3 For many years, the District Council has made representations to the County Council about the need for improvements to the A511 in Swadlincote and the A444 at Castle Gresley. Where these roads pass through the built up area, the effects of congestion, vehicular conflicts and environmental disturbance are most severe. Several long-standing proposals existed to improve conditions along these roads by the construction of the A511 Swadlincote Bypass and A511 Bretby Improvement. Although these schemes have since been rescinded by the County Council, there should be some improvement in conditions east of Boundary following the construction of the A511 Ashby By-Pass by Leicestershire County Council (1998-99). The Castle Gresley Bypass and a direct link between the A444 and the town centre have recently been constructed as part of a package of proposals promoted through opencasting operations.
- 6.4 Outside Swadlincote, traffic problems tend to be more localised, but are just as significant in terms of their impact upon local communities and the environment. Recognised problems exist in relation to Swarkestone Causeway, as well as along particular stretches of road through villages and settlements. Examples include the A511 through Hatton and the A444 through Stanton and Overseal.
- 6.5 The recent completion and opening of the A516 Etwall Bypass has afforded considerable relief to that village whilst the completion of the A50 Stoke-Derby Link Road by the Department of the Environment, Transport and the Regions has provided similar relief to other villages in the Northern Parishes. A scheme to improve the A516 North of Etwall is included within the Regional Programme and a preferred route was announced in 1993 following public consultation. Improvements to the A514 at Swarkestone are not included in any County Council programme, although remedial works have been undertaken to strengthen Swarkestone Causeway and to divert Heavy Goods Vehicles. The District Council will continue to press the County Council for a bypass for Hatton. In some instances, however, proposals to tackle other problems have not yet been formulated. The A444 at Overseal is a matter of particular concern and this will be pursued with the Highways Authority outside the context of the Local Plan. However, the Government's intention, as set out in PPG13, is to:

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- (i) reduce growth in the length and number of motorised journeys;
- (ii) encourage alternative means of travel which have less environmental impact and;
- (iii) reduce reliance on the private car.

The Council takes account of this advice and recognises that it will influence public expenditure on the road building programme.

- 6.6 The completion of the A50 Stoke-Derby Link Road and the A42/M42 Birmingham-Nottingham Road has improved the overall accessibility of the district significantly. However, some areas, most notably Swadlincote, will continue to have poor access to the national motorway network and the Burnaston development. Improved links to the A38, avoiding Burton upon Trent, would remedy the problem if a suitable route could be established. The Council will continue to explore this matter with the County Council and the Department of Environment, Transport and the Regions.
- 6.7 Several schemes are required to secure the release of land for housing and industrial development and improve access to existing housing and employment areas, for example, at Hilton where a new link road between the A516 and the A5132 is required. The Local Plan must also ensure that major new development is sited close to the principal road network and is linked and served by an appropriate standard of highway. Proposals for development should also incorporate adequate provision for access, parking, manoeuvring and off-street servicing. Where appropriate, the District Council will enter into planning obligations to secure any necessary improvements to the highway network.
- 6.8 Access to buildings and facilities and to the wider environment generally can be particularly difficult for people with disabilities especially those in wheelchairs. The District Council will seek to ensure, wherever possible, and particularly in respect of publicly accessible areas, that the needs of people with disabilities are met. New developments should also, as far as possible, be designed to allow for the additional needs of the disabled.
- 6.9 The general growth in traffic on the existing road network continues to exacerbate the problems for pedestrians and cyclists alike, often forcing them to use alternative routes. There is a need to ensure, wherever practicable, satisfactory alternative routes are made available to such users to reduce conflict in the interests of traffic safety.
- 6.10 The District Council will also continue to promote with the Highway Authority traffic management schemes at those locations, and in those areas, where traffic is detrimental to safety and amenity. Traffic Orders have been reviewed in Swadlincote Town Centre whilst measures have been implemented in Melbourne. In the future, measures may be required in areas affected by Toyota and related developments and in the older housing areas. The District Council will also continue to request the Highway Authority to restrict the use of unsuitable roads by heavy commercial vehicles in order to protect the environment and improve road safety.
- 6.11 Car parking continues to be an issue in Melbourne and Swadlincote Town Centre. Adequate provision in conveniently located sites is necessary if both places are to maintain and enhance their role as district centres. New public car parks have been provided off High Street, Melbourne, and Hill Street, Swadlincote and the provision of additional facilities in the vicinity of Melbourne Hall will be investigated. It is anticipated

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that further provision will be made in association with new shopping development and/or the improvement of facilities at the Green Bank Leisure Centre.

- 6.12 The County Development Plan contained a number of proposals to either improve sub-standard and often unadopted streets, or to promote new roads where development was likely to take place. The proposals were called Street Authorisations and many have already been implemented. Those which remain, however, have caused some uncertainty, especially where the improvement proposals affect existing houses. All the outstanding Street Authorisations have therefore been reviewed with the Highway Authority and a number are now proposed to be deleted.
- 6.13 With respect to public transport, the District Council supports the provision of a stable network of bus services to meet the needs of the local community. Discussions will be held with the County Council and bus operators to identify the need for, and method of financing, additional services to serve new housing and industrial areas. Where appropriate, the design and layout of new developments should ensure that adequate provision is made for access by buses.
- 6.14 The Council also supports the proposal by Leicestershire and Derbyshire County Councils to re-open the Loughborough-Leicester-Burton railway line (Ivanhoe Project) for passenger services with connections to Derby. The scheme would increase significantly the accessibility of the district to the national railway network. A railway station is planned at Castle Gresley and a new passenger station at Willington opened in 1995.
- 6.15 Wherever possible, the District Council will encourage the transfer of freight from road to rail to minimise the effect upon local communities and the environment.
- 6.16 There may be a need for additional roadside facilities, such as cafes and motels, as a result of new road construction and general increases in traffic. However, sometimes this form of development can be intrusive and can adversely affect the open character of the countryside. A suitable location for such a facility has been identified at the junction between the A50 and the A38.

### Derbyshire Structure Plan

- 6.17 In the Plan, priority is given to maintaining the existing highway and public transport systems; devoting the limited resources available to areas suffering environmental and social problems as a result of heavy traffic; to safeguarding the environment of historic towns and villages; to securing a comprehensive network of public passenger transport services; to serving the community as a whole and to promoting economic growth. The use of rail for both passenger and freight transport is encouraged. Careful consideration is also given to the needs of pedestrians, cyclists and people with disabilities in the formulation of proposals.

### Objectives of the Local Plan

- 6.18 The objectives of the Local Plan are:-
- (i) To improve the overall accessibility of South Derbyshire;
  - (ii) To secure improvements to the strategic road network;
  - (iii) To resolve local highway problems;

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- (iv) To enable land to be released for development;
- (v) To meet the needs of pedestrians, the elderly, disabled people, children, cyclists and others.

### ~~TRANSPORT POLICY 1 : A50 ASHBY DE LA ZOUCH BYPASS~~

~~6.19 LAND REQUIRED FOR THE CONSTRUCTION OF THE ASHBY DE LA ZOUCH BYPASS (STAGE II), AS SHOWN ON THE PROPOSALS MAP, WILL BE PROTECTED FROM DEVELOPMENT.~~

#### ~~Justification~~

~~6.20 The Ashby de la Zouch Bypass is a proposal of Leicestershire County Council and is included in their provisional road building programme for construction during 1998/99. The route of the road passes to the north of the town and connects with the new A42 Nottingham Birmingham route. At its western end, the bypass extends into South Derbyshire, passing to the south of Smisby between the A511 at Boundary and the B5006 Ashby to Ticknall road.~~

#### ~~Implementation~~

~~6.21 By Leicestershire County Council as highway authority.~~

### ~~TRANSPORT POLICY 2 : TRUNK ROAD SCHEMES~~

~~6.22 THE FOLLOWING TRUNK ROAD SCHEMES SHOWN ON THE PROPOSALS MAP ARE INCLUDED IN THE DEPARTMENT OF TRANSPORT'S PROGRAMME AND WILL BE PROTECTED FROM DEVELOPMENT:~~

~~A50 DERBY SOUTHERN BYPASS AND DERBY SPUR~~

~~A516 NORTH OF ETWALL IMPROVEMENT~~

#### ~~Justification~~

~~6.23 The Foston Hatton Hilton Bypass, the Derby Southern Bypass and part of the Derby Spur is now complete. The remainder of the Derby Spur is programmed for development by the Department of the Environment, Transport and the Regions.~~

~~6.24 The A516 North of Etwall Improvement is included within the Department of the Environment, Transport and the Region's Regional Programme of schemes. A preferred route has been announced and, following detailed investigation, draft orders will be published in due course.~~

#### ~~Implementation~~

~~6.25 By the Department of Environment, Transport and the Regions as highway authority.~~

### ~~TRANSPORT POLICY 3 : IMPROVEMENTS TO THE STRATEGIC ROAD NETWORK~~

~~6.26 LAND REQUIRED FOR THE CONSTRUCTION OF THE A516 TO A5132 LINK ROAD AT HILTON, AS SHOWN ON THE PROPOSALS MAP, WILL BE SAFEGUARDED FROM DEVELOPMENT.~~

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### ~~Justification~~

- ~~6.27 A new road between the A516 and the A5132 at Hilton is required to facilitate the development of more than 400 dwellings on the Hilton Depot site and to alleviate traffic problems in Hilton following the construction of the A50.~~
- ~~6.28 The District Council will negotiate planning obligations under Section 106 of the Town and Country Planning Act 1990 to secure the provision of the road as part of the redevelopment of Hilton depot and the site allocated in paragraph 3.26D of Housing Policy 1. Should development of the latter site not proceed, the Council will use Compulsory Purchase Powers, if necessary, to secure the implementation of this link road.~~

### ~~Implementation~~

- ~~6.29 Through the use of development control powers, by the District Council negotiating planning obligations under Section 106 of the Town and Country Planning Act 1990 and by the use of Compulsory Purchase Powers where necessary.~~

### ~~TRANSPORT POLICY 4 : ROAD SCHEMES TO SERVE NEW DEVELOPMENT~~

- ~~6.30 A. IT IS PROPOSED THAT THE HILTON DEPOT TO A516 WEST OF HILTON ACCESS ROAD WILL BE CONSTRUCTED AS SHOWN ON THE PROPOSALS MAP IN ACCORDANCE WITH HOUSING PROPOSAL 1.~~
- ~~B. LAND REQUIRED FOR THE CONSTRUCTION OF THE FOLLOWING ROAD SCHEMES AS SHOWN ON THE PROPOSALS MAP WILL BE PROTECTED FROM DEVELOPMENT:~~

~~GOSELEY ESTATE SECOND ACCESS ROAD, HARTSHORNE  
WEST CHELLASTON LINK ROAD~~

### ~~Justification~~

- ~~6.31 These road proposals all relate to the local highway network and are primarily concerned with either the release of land for development or improving traffic circulation and road safety in existing residential areas. The timing of the construction of these schemes is uncertain being dependant upon related development opportunities.~~
- ~~6.32 The Hilton Depot to A516 west of Hilton access road is required to provide an additional access to the depot to facilitate its redevelopment for housing and industry in accordance with the Housing Policy 1 and Employment Policies 2 and 7. Although not required in the initial stages of redevelopment it will be constructed following the occupation of 700 houses on the Hilton Depot Site once the A516 has been detrunked following the opening of the A50 Foston Hatton Hilton Bypass.~~
- ~~6.33 The Goseley Estate Second Access Road will alleviate concern over road safety at the Goseley Avenue junction with Woodville Road and along the A514. Land has been reserved by the Council for the construction of the road adjoining Brookdale Road.~~
- ~~6.34 The West Chellaston Route (Proposal T2 in the Deposit City of Derby Local Plan) is required to service large scale developments to the west of Chellaston and Sinfin Moor in the City of Derby. Protection of that part of this route within South Derbyshire is required to preserve the link to the A50 Derby Southern Bypass/A514 junction.~~

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### Implementation

- 6.35 ~~Through the use of development control powers and by the District Council negotiating planning obligations under Section 106 of the Town and Country Planning Act 1990.~~

### ~~TRANSPORT POLICY 5 : STREET AUTHORISATIONS~~

- 6.36 A. ~~LAND REQUIRED FOR THE CONSTRUCTION OR IMPROVEMENT OF THE FOLLOWING ROADS UNDER SECTION 232 OF THE HIGHWAYS ACT 1980 AND SHOWN ON THE PROPOSALS MAP. WILL BE PROTECTED FROM DEVELOPMENT.~~

~~ALMA ROAD, NEWHALL  
SUNNYSIDE, NEWHALL  
SOUTH STREET, WOODVILLE~~

- B. ~~THE FOLLOWING SCHEMES FORMERLY PROTECTED UNDER SECTION 232 OF THE HIGHWAYS ACT 1980 ARE DELETED:~~

~~JOHN STREET, SWADLINCOTE  
MEADOW LANE, NEWHALL  
ROSE VALLEY, NEWHALL  
DALSTON ROAD, NEWHALL  
THORN STREET, WOODVILLE  
THE CITY, WOODVILLE  
ALEXANDRA ROAD, OVERSEAL  
GREEN LANE, OVERSEAL~~

### Justification

- 6.37 ~~The County Development Plan included a number of road improvement schemes called Street Authorisations for sub-standard and often unadopted streets to be improved or new roads to be provided to serve development.~~
- 6.38 ~~The Street Authorisations affecting Alma Road, Sunnyside, and South Street are retained as proposals of the Local Plan. The land required for their implementation does not affect any homes in the respective streets. Detailed maps of these schemes are included for illustrative purposes in Appendix D.~~
- 6.39 ~~The remaining Street Authorisations are formally deleted from the Development Plan as no longer requiring protection.~~

### Implementation

- 6.40 ~~By the County Council as Highway Authority under Section 232 of the Highways Act 1980 and to which the private Street Works Code will apply.~~

### TRANSPORT POLICY 6 : NEW DEVELOPMENT

- 6.41 A. MAJOR NEW DEVELOPMENT SHOULD BE SITED CLOSE TO THE PRINCIPAL ROAD NETWORK, LINKED AND SERVED BY THE APPROPRIATE STANDARD OF HIGHWAY. PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH INTERFERES WITH THE FREE AND SAFE FLOW OF TRAFFIC.

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- B. ALL PROPOSALS FOR DEVELOPMENT SHOULD INCORPORATE ADEQUATE PROVISION FOR ACCESS, (INCLUDING PUBLIC TRANSPORT WHERE APPROPRIATE) PARKING, MANOEUVRING AND OFF-STREET SERVICING.
- C. WHERE APPROPRIATE, THE COUNCIL WILL NEGOTIATE PLANNING OBLIGATIONS UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT, 1990 TO MEET THE COST OF ANY NECESSARY IMPROVEMENTS TO THE HIGHWAY NETWORK.

### Justification

- 6.42 This proposal aims to ensure that new development proposals do not generate levels of traffic which cause increased congestion, delays or fears over road safety nor necessitate expenditure by the Highway Authority on subsequent road improvements. New housing, employment, shopping and recreational facilities should therefore have good access to the main road network.
- 6.43 The major development proposals are located near to, or adjacent to, existing bus routes. Whilst little public control may be directly exercised over bus service provision since the 1985 Transport Act, the District Council will seek a design and layout of development proposals which allows for the needs of bus users and the efficient operation of the bus system. The District Council will discuss with the County Council and bus operators the need for and method of financing additional services to serve these new developments.

### Implementation

- 6.44 Through the use of development control powers, by the District Council negotiating planning obligations under Section 106 of the Town and Country Planning Act 1990, and by reference to supplementary guidance.

## TRANSPORT POLICY 7 : PEDESTRIANS AND PEOPLE WITH DISABILITIES

- 6.45 PROPOSALS FOR NEW BUILDINGS, ALTERATIONS TO EXISTING BUILDINGS AND THE FORMATION OF CAR PARKS AND PEDESTRIAN AREAS WILL BE PERMITTED SUBJECT TO THE PROVISION OF SAFE, PLEASANT AND CONVENIENT CONDITIONS FOR PEDESTRIANS AND PEOPLE WITH DISABILITIES.

### Justification

- 6.46 The District Council recognises the need to provide safe, pleasant and convenient conditions for pedestrians, people with disabilities and others whose mobility is impaired. In consultation with the Highway Authority, measures such as dropped kerbs, footpath widening and improvement, and pedestrian crossings will be implemented as opportunities arise and resources permit. Swadlincote Town Centre has already been pedestrianised and further measures will be undertaken to improve the environmental quality and safety of the shopping area, particularly in respect of parking and access for people with disabilities.
- 6.47 Provisions for people with disabilities are contained in the Building Regulations to ensure that minimum standards of access and reasonable standards of sanitary accommodation are made in buildings other than dwellings. These provisions also apply to audience and spectator seating in theatres, cinemas, concert halls and similar buildings. Provision for facilities within dwellings may be introduced within the Regulations during the life of the plan. This policy will ensure that the requirements of pedestrians and people with

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disabilities are considered in the overall design and layout of new development in association with that required for buildings by the Building Regulations.

### Implementation

- 6.48 Through the use of development control powers, by reference to supplementary planning guidance and by County Council or District Council actions.

### TRANSPORT POLICY 8 : CYCLING

- 6.49 IN CONSULTATION WITH THE HIGHWAY AUTHORITY, PROVISION WILL BE MADE FOR SAFE, PLEASANT AND, WHERE POSSIBLE, NETWORKS OF SEGREGATED CYCLE ROUTES WHEREVER OPPORTUNITIES ARISE AND RESOURCES PERMIT, INCLUDING UTILISING DISUSED RAILWAY LINES AND SUITABLE FOOTPATHS. PROVISION WILL BE MADE TO MEET THE NEEDS OF CYCLISTS IN THE DESIGN OF HIGHWAY IMPROVEMENTS, TRAFFIC MANAGEMENT AND PEDESTRIANISATION SCHEMES.

### Justification

- 6.50 The diverse nature and scale of the district's settlement pattern, road network and complex journey to work patterns makes it difficult to establish a cost effective cycling strategy as does the wide variety and disposition of new development sites. However, the District Council recognises the need for the safe movement of cyclists and will support the provision of segregated cycle routes wherever opportunities arise and resources permit. Recreation and Tourism Policy 7 seeks to resist development that is likely to impair the continuity of the routes of disused railway lines and canals or prejudice their future use for recreational purposes, including cycling. The needs of cyclists will be considered fully in the design of highway improvements, traffic management and pedestrianisation schemes.

### Implementation

- 6.51 Through the use of development control powers and by County Council or District Council actions.

### TRANSPORT POLICY 9 : RAIL SERVICES

- 6.52 LAND FOR A NEW PASSENGER RAILWAY STATION WILL BE SAFEGUARDED FROM DEVELOPMENT AT CASTLE GRESLEY AS SHOWN ON THE PROPOSALS MAP.

### Justification

- 6.53 A proposal to re-open the Loughborough-Leicester-Burton-Derby railway line to passenger trains (the Ivanhoe Project) has been made jointly by Leicestershire and Derbyshire County Councils with the assistance of District Councils along the route. A station was opened at Willington in May 1995 and investigations are continuing as to the timing of the proposed Castle Gresley Station. The project will increase significantly the accessibility of the district to the national rail network and will increase local accessibility to Derby and Burton.

### Implementation

- 6.54 By the use of development control powers.

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### TRANSPORT POLICY 10 : ROADSIDE FACILITIES

~~6.55 A. ONE ROADSIDE FACILITY PROVIDING A COMPREHENSIVE RANGE OF SERVICES WILL BE AT HILL FARM, WILLINGTON, AS DEFINED ON THE PROPOSALS MAP PROVIDED:~~

- ~~(i) SAFE AND CONVENIENT ACCESS CAN BE PROVIDED TO THE A38 AND A50 TO MEET THE STANDARDS OF THE RELEVANT HIGHWAY AUTHORITY WITHOUT PREJUDICE TO THE JUNCTION'S CAPACITY TO COPE WITH PREDICTED TRAFFIC LEVELS;~~
- ~~(ii) ANY BUILDINGS BETWEEN THE FUTURE HILL FARM HOTEL COMPLEX AND THE JUNCTION ARE DESIGNED TO A HEIGHT, STYLE AND IN MATERIALS IN KEEPING WITH THE RURAL AREA AND THE SETTING OF HILL FARM; AND,~~
- ~~(iii) SUBSTANTIAL LANDSCAPING AREAS ARE PROVIDED ON THE PERIMETER OF, AND WITHIN THE SITE.~~

~~THE COUNCIL WILL NEGOTIATE PLANNING OBLIGATIONS UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 TO SECURE THE PROVISION OF A COMPREHENSIVE RANGE OF SERVICES INCLUDING HEAVY GOODS VEHICLE PARKING, REFUELLING AND TOILETS, REST AND REFRESHMENT FACILITIES.~~

~~B. ELSEWHERE, PROPOSALS FOR SMALL-SCALE FACILITIES WILL BE PERMITTED PROVIDED THEY CONFORM WITH OTHER POLICIES OF THE LOCAL PLAN AND ARE NOT DETRIMENTAL TO THE AMENITIES OF NEARBY PROPERTIES OR THE GENERAL CHARACTER OF THE AREA.~~

#### **Justification**

~~6.56 There is likely to be a demand for roadside facilities within the District as a consequence of the new road construction and general increase in through traffic. The Local Authorities of Derbyshire, Leicestershire and Staffordshire in consultation with the East and West Midlands Government Offices, drew up a strategy for roadside facilities along the line of the A50 Stoke-Derby Link Road. The aim of the strategy was to provide a strategic framework and prevent a proliferation of facilities, minimise intrusion and give due attention to road safety requirements.~~

~~6.57 Two sites have been granted permission in accordance with the locational guidance of this strategy at Aston Lane, Shardlow and Chellaston respectively. Nevertheless the locational guidance in Circular 4/88, the loss of a heavy goods vehicle facility at the A38 junction with the A50 and continuing pressure for alternative locations provide evidence for a need for a further facility to serve both routes. Alternative locations for such a facility have been examined. The Council believes the site to the north of Hill Farm, Willington to be most suitable because:~~

- ~~\* a permission for a hotel exists on the site;~~
- ~~\* the site can be contained and screened by Hill Farm itself and the elevated slip roads at the junction from most vantage points. Thus it intrudes less than competing sites into the countryside, which, at this point is particularly vulnerable;~~

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- \* ~~the site will fulfil the dual role of meeting the requirements of users of the A38 and the A50.~~

~~6.58 Development of the site will be subject to the requirements of the Highway Authority which will need to be satisfied that the facility can be accommodated without detriment to the proper functioning of the junction and highway safety. Moreover the Council will expect as a precursor to the favourable consideration of applications that it can be demonstrated that satisfactory signage can be provided to the satisfaction of both the Council and the Highway Authority. The height of new buildings will generally be expected to be restricted to 4 metres to the eaves unless it can be demonstrated that they would be wholly unobtrusive. In negotiating any agreement under Section 106, the Council will require that the facility is open 24 hours per day and provides the full range of facilities including: fuel, free toilets, heavy goods vehicle parking, picnic areas, restaurant and overnight accommodation and incorporates the restoration and reuse of the Grade II listed buildings of the land.~~

~~6.59 Elsewhere proposals for small scale facilities will be permitted provided they conform with the other policies of the Local Plan and are not detrimental to the amenities of nearby properties and the character of the locality.~~

### ~~Implementation~~

~~6.60 By the use of development control powers and by the Council negotiating planning obligations under Section 106 of the Town and Country Planning Act 1990.~~