Sites and Boundaries

Issues and Options Consultation Document

November 2012

Section 11 - Green Belt
11.0 **Green Belt**

11.1 There continues to be a Green Belt around the north, west and southwest of the borough. Policy CS1 in the Core Strategy states that it will be maintained.

11.2 There are no plans to make any changes to the extent of the Green Belt, but in an area east of Staveley, the removal of a safeguarding line on land previously protected for a road scheme (now been dropped from the county council’s programme), has resulted in the Green Belt boundary following no recognisable feature on the ground and where there is now no prospect of such a feature being constructed.

11.3 The National Planning Policy Framework Section 9 Protecting Green Belt Land, (paragraph 83) stresses that changes to the Green Belt should only be made in exceptional circumstances. Paragraph 85 also advises that planning authorities should define Green Belt boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

11.4 In the area east of Staveley and north of Lowgates, between Bellhouse Lane and Mastin Moor, the 1986 Green Belt boundary was drawn anticipating the imminent completion of what was then called the Staveley-Brimington Bypass (see paragraphs 4.22 and 4.23 of the North East Derbyshire Green Belt Local Plan 1986. The Green Belt boundary drawn then, to the north of Lowgates, and round Mastin Moor, relied on the future road as the feature which would define its southern edge. The Staveley-Brimington Local Plan adopted by the borough council in 1984 shows the southern edge of the safeguarded road line following exactly the same line.

11.5 The Green Belt boundary in this area was confirmed in the adopted 1996 Chesterfield Borough Local Plan, but by the time that plan was drawn up, the safeguarded road line was shown differently, taking up less land and being further north and within the Green Belt (the safeguarding for the road line having been altered in the meantime). So, whilst the wider justification for having Green Belt here remains the same as in 1986, the connection with the safeguarded road line has been lost. In neighbouring Bolsover, east of Mastin Moor, the whole safeguarded road line up to M1 junction 30 has been in the Green Belt since its inception and remains so.

11.6 The new road schemes in association with the Markham Vale development have removed the need for the eastern section of the old Staveley-Brimington Bypass, going from Staveley to M1 junction 30 at Barlborough. That section of the historic scheme now does not feature at all in the programme in the Third Derbyshire Local Transport Plan. The current safeguarding of the road line is therefore
expected to be removed soon, so that the line serves no current or future purpose as a Green Belt boundary.

11.7 Prior to the approved 1986 green belt boundary showing the alignment with the safeguarded road line, the (1975) North East Derbyshire Interim Green Belt Map showed the green belt boundary extending southwards with a frontage on the A619 between Staveley and Mastin Moor.
Map 1  Green Belt Boundary Options – Land East of Staveley

GREEN BELT BOUNDARY OPTIONS - LAND EAST OF STAVELEY

KEY
- Existing Green Belt Boundary
- Option 2
- Option 3

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11.8 With reference to Map 1 we would like your views on the following options:

1. Maintain the current green belt boundary between Staveley and Mastin Moor, following the safeguarded road route.

2. Alter the boundary to reflect the original position prior to the safeguarded road route (i.e. the boundary shown in the (1975) North East Derbyshire Interim Green Belt Map).

3. Keep the boundary as near as possible to the current one but re-draw it following identifiable features on the ground (e.g. field boundaries).

Question for Consideration

Q52. Which of the options highlighted in Para 11.8 is the most appropriated approach to take to the Green Belt at Land East of Staveley?

Safeguarded Land

11.9 In line with paragraph 85 in the NPPF the council are considering whether it is necessary to identify in the plan an area of ‘safeguarded land’ between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period.

11.10 Any identified safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development.

11.11 An area considered for allocation as ‘safeguarded land’ in the borough is Land North of Dunston.

Question for Consideration

Q53. Is it appropriate for Land North of Dunston to be considered as an area of ‘safeguarded land’, which will satisfy long-term development needs well beyond the plan period?
Map 9 Safeguarded Land