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21 January 2014

To: All Councillors

As a Member of the **Local Plan Advisory Committee**, please treat this as your summons to attend the meeting on **Wednesday 29 January 2014 at 6.00 pm in the Council Chamber, Town Hall, Matlock.**

Yours sincerely

A handwritten signature in black ink, appearing to read 'Sandra Lamb', with a stylized, cursive flourish.

Sandra Lamb
Head of Democratic Services

AGENDA

1. APOLOGIES

Please advise the Committee Team on 01629 761133 or e-mail committee@derbyshiredales.gov.uk of any apologies for absence.

2. APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING

17 December 2013.

3. INTERESTS

Members are required to declare the existence and nature of any interests they may have in subsequent agenda items in accordance with the District Council's Code of Conduct. Those interests are matters that relate to money or that which can be valued in money, affecting the Member her/his partner, extended family and close friends.

Interests that become apparent at a later stage in the proceedings may be declared at that time.

4. **DERBYSHIRE DALES LOCAL PLAN PRE-SUBMISSION
DRAFT – ASSESSMENT OF REPRESENTATIONS
CHAPTERS 8 - 9**

3 - 157

To consider a report detailing the key issues raised during the public consultation on the Derbyshire Dales Local Plan Pre Submission Draft for Chapters 8 - 9 and the recommended changes as set out in Appendix 1, which will be included in the submission of the Local Plan to the Secretary of State. It is suggested that a further report be presented to the Committee setting out details of the remaining representations received during the consultation on the Derbyshire Dales Local Plan Pre Submission Draft.

Members of the Committee: Councillors Bob Cartwright, Albert Catt, David Fearn, Chris Furness, Andrew Lewer, Garry Purdy, Mike Ratcliffe, Lewis Rose OBE, Andrew Shirley, Geoff Stevens MBE, Mrs Jacquie Stevens, Mrs Carol Walker

Substitutes: Councillors Richard Bright, Ken Bull, Mrs Sue Burfoot, Mrs Cate Hunt, Tony Millward, Mrs Jean Monks, Mrs Irene Ratcliffe, Colin Swindell, Ms Jo Wild

LOCAL PLAN ADVISORY COMMITTEE
29TH JANUARY 2014

Report of the Corporate Director

DERBYSHIRE DALES LOCAL PLAN PRE-SUBMISSION DRAFT – ASSESSMENT OF REPRESENTATIONS CHAPTERS 8-9

SUMMARY

The report advises Members on the key issues raised during the public consultation on the Derbyshire Dales Local Plan Pre-Submission Draft for Chapters 8-9. It sets out how the key issues have been assessed and makes recommendations on the actions to be taken in respect of each of the identified key issues.

RECOMMENDATION

1. That the extent of the representations on Chapters 8-9 of the Derbyshire Dales Local Plan Pre Submission Draft be noted.
2. That recommended changes to the Derbyshire Dales Local Plan Pre Submission Draft as set out in [Appendix 1](#) to this report be accepted and that they be included in the submission of the Local Plan to the Secretary of State.
3. That a further report be presented to this Committee that sets out the details of remaining representations received during the consultation on the Derbyshire Dales Local Plan Pre Submission Draft.

WARDS AFFECTED

All Wards outside the Peak District National Park

STRATEGIC LINK

The Derbyshire Dales District Council Local Plan will be a pivotal tool in the delivery of the Council's Corporate Plan and the Derbyshire Dales and High Peak Sustainable Communities Strategy.

1 DERBYSHIRE DALES LOCAL PLAN PRE SUBMISSION DRAFT – ASSESSMENT OF REPRESENTATIONS CHAPTERS 8-9

- 1.1 Members will recall that at a meeting of this Committee held on 16th October 2013 it was resolved that further reports be presented to this Committee that set out the details of representations received during the consultation on the Derbyshire Dales Local Plan Pre Submission Draft.
- 1.2 The key issues for Chapters 8-9 of the Derbyshire Dales Local Plan Pre Submission Draft have now been identified, and these are set out in detail, along with Officer Comments and Recommendations in Appendix 1 to this report.
- 1.3 Discussions have also been held with Sport England, Derbyshire Wildlife Trust, Environment Agency, English Heritage, the National Trust and Derbyshire County

Council under the auspices of the District Council's Duty to Co-operate requirements. The discussions with these stakeholders sought to understand the issues that they had raised during the public consultation on the Derbyshire Dales Local Plan Pre – Submission Draft and to seek to agree, whether appropriate to do so, proposed modifications to the Local Plan. Any proposed modifications to Derbyshire Dales Local Plan as a result of these discussions have been incorporated into the Officer Comments and Recommendations in Appendix 1.

- 1.4 In order to comply with the requirements of the Habitats Regulations proposed modifications to the Local Plan were subject to an assessment by the District Council's consultants. The proposed modifications to the Local Plan were also subject to a Sustainability Appraisal. The results of these assessments will be reported verbally to Members at the meeting
- 1.5 The recommended changes to Chapters 8-9 of the Derbyshire Dales Local Plan Pre – Submission Draft as set out in Appendix 1 are shown, for ease of comparison with the original contents of the Derbyshire Dales Local Plan Pre Submission Draft in [Appendix 2](#) to this report.

2 SUMMARY OF KEY ISSUES AND RECOMMENDED MODIFICATIONS CHAPTER 8 – SUB AREA STRATEGIES

MATLOCK AND WIRKSWORTH SUB AREA

Strategic Policy 12 – Matlock and Wirksworth Sub Area

- 2.1 The Sub Area Strategy should contain more detail on the heritage assets and historic environment of the Matlock and Wirksworth Sub Area. The Strategy should make greater use of brownfield sites rather than develop greenfield sites. Support for and against the exclusion of land at Asker Lane, Matlock from the Local Plan and Settlement Framework Boundary of the Town received.
- 2.2 The Strategies support for the protection of open spaces along the A6 is welcomed, however greater protection of the iconic views in the Sub Area should be provided. The Matlock Town Centre SPD is likely to require modification due to the lack of commercial interest. Housing allocations in Wirksworth are not the preferred sites in relation to the emerging Neighbourhood Plan.
- 2.3 *Officer Comments - In respect of details upon the historic environment it is recommended that additional wording is included in the plan on the heritage assets in the Sub Area Spatial Portrait. Sites have been chosen following a thorough site selection and assessment and prioritisation process. Emphasis has been placed on brownfield sites, however given the need for flexibility and the availability and deliverability of sites the housing requirement could not be met without the release of some greenfield land.*
- 2.4 *In respect of local views, Policy DM6 on Landscape Character will ensure development does not have a detrimental impact on local character including views and vistas. The Matlock SPD acts as a framework to guide the redevelopment of Matlock Town Centre, it does not mean that redevelopment proposals must slavishly adhere to the principles in the SPD. Comments regarding the Wirksworth Neighbourhood Plan are noted, however no formal consultation has taken place on the Neighbourhood Plan and in accordance with the NPPF the Neighbourhood Plan*

must be in general conformity with the Local Plan and cannot propose less development or undermine strategic policies.

Site Allocation Policy SA1 – Land at Bentley Bridge, Matlock

2.5 In respect of Policy SA1 the impact of development on the setting of Lumsdale Conservation Area and biodiversity should be satisfactorily addressed. The site is in an unsustainable location with poor access to town centre facilities, alternative sites represent a more appropriate location for development. The methodology for selecting sites has not been consistently applied and the site allocation is unjustified.

2.6 *Officer Comments – The policy requires the submission of an ecological assessment and any planning application would be assessed against its impacts upon landscape character and the setting of heritage assets. The site has been through an assessment and prioritisation process, including consideration of its location and access to services. Whilst further away from the town than other sites the outcome of this assessment process concluded the site was suitable for allocation. It is considered that an extensive, democratic and consistent approach has been taken to site selection and allocation within the Local Plan.*

Site Allocation Policy SA2 – Land at Smedley Street, Matlock

2.6 No representations received in respect of this policy.

Site Allocation Policy SA3 – Land at Halldale Quarry, Matlock

2.7 Support expressed for redevelopment of this brownfield site. Development should seek to retain and enhance existing biodiversity habitats, the setting of Matlock Bank Conservation Area and wider landscape character. The site is constrained, undeliverable and unviable and should only be developed for employment and recreation land uses. The site is in an unsustainable location poorly served by public transport.

2.8 *Officer Comments – Policy SA3 requires the submission of an ecological assessment to ensure the biodiversity value of the site and surroundings are assessed and conserved. Additional wording is recommended to be included in the plan to ensure development proposals do not adversely impact heritage assets and their setting. A detailed masterplan and landscaping plan is required by this policy which will ensure issues of design and impact on landscape character are satisfactorily addressed. Whilst it is recognised that the site may be more constrained than others there is no evidence to date to demonstrate that the site is unviable for mixed use development. The site has been subject to a rigorous assessment and prioritisation process, whilst further away from the town centre than other sites the outcomes of the process concluded it was suitable for allocation.*

Site Allocation Policy SA4 – Land adjacent to Coneygreave House, Wirksworth

2.9 Site represents a valuable area of greenfield land, providing a break between the distinct areas of Bolehill and Steeple Grange, development of the site would be to the detriment of landscape character and the Conservation Area. Development would generate additional traffic with negative environmental impacts and effects on the highway network. Alternative sites at Wash Green and Harleem Mill are more suitable for development.

2.10 *Officer Comments – The policy wording requirement for a landscaping plan will seek to maintain the openness between the northern and southern parts of the town and ensure development respects the local character and the setting of the Conservation*

Area. Emphasis has been placed on allocating brownfield sites, however given the need for market flexibility, the sub area housing requirement and the availability and deliverability of sites the housing requirement could not be met without the release of some greenfield sites. In respect of Haarlem Mill, this site now falls within the Settlement Framework Boundary and therefore in principle is acceptable for redevelopment. As a result of the site assessment and prioritisation process it was concluded that land at Wash Green was not suitable for allocation in the Local Plan. In respect of highways, although no objections have been received from Derbyshire County Council as Highway Authority any subsequent planning applications would need to demonstrate the provision of a safe access into the site to meet highway standards.

Site Allocation Policy SA5 – Land at Stancliffe Quarry, Darley Dale

- 2.11 Support expressed for the allocation of a brownfield site. As an unrestored quarry issues of land stability and contamination will impact on the extent of developable area, deliverability and viability of the site. The site is in an unsustainable location, poorly located for access to public transport; services and facilities. Alternative sites represent more suitable and sustainable options, such as those at Asker Lane, Matlock and land at Station Road, Darley Dale. Impacts of development on biodiversity, tree cover, landscape and the setting of Grade II Listed Stancliffe Hall need to be addressed. Site should be developed as intended for tourism purposes to support the local economy.
- 2.12 *Officer Comments – The policy requires the submission of a report that ensures the stabilisation of the rock face and suggested amendments to the policy recommend including the requirement for the submission of a ground contamination study. The allocation of the site follows an extensive assessment and prioritisation process, and whilst not as well located as other sites to shops and services this was only one factor taken into consideration when determining whether the site should be allocated. The policies requirement for the submission of an ecological assessment, historic environment assessment, landscaping and masterplan will ensure that development does not have an adverse impact on the built and natural environment. Comments regarding the retention of the site for tourism are noted, however whilst planning permission has been granted for such development this has not been, and is unlikely to be implemented.*

Site Allocation Policy SA6 – Land at Middleton Road, Wirksworth

- 2.13 Impacts of development on the Local Wildlife Site, biodiversity habitats, landscape character and heritage assets should be comprehensively addressed. Consultation upon the site has not been undertaken prior to the identification of the site in the Pre-Submission Draft Local Plan. The site is not entirely previously developed land. Extensive remediation will be necessary with associated impacts upon site viability. Concerns expressed about the phasing of employment and residential development, and a request that an element of retail provision should be included in the scheme. Alternative sites at Wash Green and Almark garage are more suitable.
- 2.14 *Officer Comments – It is recommended that policy wording be included in the plan to require a landscaping plan and landscaping buffer between the north western corner of the site and nearby local wildlife site to mitigate impact. As a long standing allocation the site has been brought forward from the 2005 Local Plan, this time with some housing provision to assist in the delivery of the employment allocations within the Plan. Public consultation on a detailed masterplan for the site will be undertaken with the community in due course. Concerns regarding land stability and*

contamination are noted and accordingly it is recommended that additional wording be inserted to require the submission of report that assesses issues of stability and contamination and outlines a scheme for remediation and mitigation.

- 2.15 *Whilst some of the site may not meet the NPPF definition of previously developed land, the guidance states that planning policies should encourage the effective use of land by using that which has been previously developed provided that it is not of high environmental quality. Accordingly, as much of SA6 has regenerated itself over existing spoil it cannot be assessed as high environmental quality and therefore it is considered that there is no justification to exclude parts of the site from allocation and development. The phasing element of the policy is deemed necessary to ensure that both the housing and employment elements of the sites are delivered. In terms of alternative sites these have been thoroughly assessed and considered inappropriate for allocation.*

Site Allocation Policy SA7 – Land at Whitelea Nursery, Tansley

- 2.16 Development of the site for housing will result in the loss of an existing business and employment opportunities. Highway access to the site is constrained. The site is poorly located for access to services and facilities. As a village Tansley has limited facilities, alternative sites in more sustainable locations are more suitable, for instance land at Asker Lane, Matlock and Tansley House Gardens.
- 2.17 *Officer Comments – The loss of an existing business and employment opportunities has been taken into consideration when assessing and allocating the site. Access to the site and its relationship to services and facilities in the village were considered during the site assessment and prioritisation process. Furthermore, whilst the Highway Authority expressed concern regarding the lack of a pavement in the vicinity of the site, an alternative more convenient route into the village is available. All alternative sites have been assessed and were considered unsuitable for allocation.*

ASHBOURNE SUB AREA

Strategic Policy 13 – Ashbourne Sub Area

- 2.18 Support expressed for the decisions on housing land for Ashbourne, the plan making and decision making process. Support for the prioritisation of Ashbourne Airfield. Equally objections raised to the level of development proposed in the town and the inability of infrastructure to support the scale of growth, particularly highways, education and health care provision. Greater reference required to the heritage assets and historic environment of the sub area.
- 2.19 *Officer Comments – Support for the plan preparation, site prioritisation and strategy for the Ashbourne Sub Area noted. In respect of objections to the scale of development proposed and lack of supporting infrastructure, whilst the need for a bypass for the town remains an issue it is unlikely to be brought forward within the current plan period. Discussions with key infrastructure providers are ongoing and will inform the Infrastructure Delivery Plan to accompany the Local Plan. It is recommended that additional wording on heritage assets and the historic environment of the Sub Area be included within the Sub Area Spatial Strategy.*

Site Allocation Policy SA8 – Land at Ashbourne Airfield, Ashbourne

- 2.20 Support for the brownfield allocation of Ashbourne Airfield, which will provide valuable mixed use development and enhance the appearance of the area. Development must enhance the surrounding woodland and ecological networks and

protect Bradley Wood. Development should recognise the heritage value of the site as a former World War 2 Airfield and require an archaeological assessment prior to development.

2.21 The scale and location of SA8 is unsustainable, it is remote from town centre services and facilities and will lead to increased traffic generation and associated environmental impacts. The classification of the site as brownfield land is disputed. The methodology, identification and prioritisation of the site is flawed, alternative sites (ASH2 and ASH3) present more suitable and sustainable allocations. Residential property should not be developed in such close proximity to the industrial estate where issues with noise, smell and disturbance are present. The site should be retained for economic development purposes. Due to significant infrastructure costs the site is not viable or deliverable.

2.22 *Officer Comments – Policy SA8 requires the submission of an ecological assessment to identify the impact upon identified assets of nature conservation. Given the historic context of the site it is recommended that additional text is inserted to require an archaeological assessment prior to the commencement of development. The decision to allocate the airfield was taken following an extensive selection process, where matters such as access to services and facilities, public transport and traffic impacts were considered. The policy requires that the layout of development shall have regard to the proximity of existing uses and the need to ensure adequate environmental safeguarding and protect residential amenity.*

2.23 *All known alternative sites have been assessed as part of the site evaluation and prioritisation process, including ASH2 and ASH3, where it was resolved not to include the sites within the emerging Local Plan. The prioritisation process for the allocation of sites was applied consistently, and the during the consideration of each site Members were given the opportunity to take account of both technical site assessments and give their own weight to the representations received. In respect of the classification of the site as brownfield land, whilst parts of the site could be considered as greenfield, across the site as a whole there is a significant element of previously developed land, much more so than alternative sites around the town. In respect of site viability it is not considered that there are barriers in place that would undermine the deliverability of development, furthermore the Valuation Office Agency have been commissioned to review the viability of the Local Plan*

Site Allocation Policy SA9 – Land at Hillside Farm (north), Ashbourne

2.24 Development of the site will adversely impact residential amenity, biodiversity and the landscape character of the area. The site is valuable greenfield land and should be protected. Development will impact on the setting and visual amenity of the town, Conservation Area and setting of heritage assets.

2.25 *Officer Comments – Whilst it is acknowledged that the site is a greenfield site, the impact of development on landscape setting and the biodiversity value of the site would be assessed, with the requirement for an ecological assessment and comprehensive layout set out within policy SA9. In respect of the impact upon the historic environment it is recommended that wording to require the submission of a Historic Environment Assessment be included in the policy.*

Site Allocation Policy SA10 – Land at Hillside Farm (south/west), Ashbourne

2.26 At all previous stages of consultation this site received the most opposition, the resultant division of ASH4 into separate parts, the methodology of prioritisation and

allocation of the site is flawed. Highway access to the site is constrained. Development of a greenfield site will result in adverse impacts on wildlife habitats, mature trees and hedgerows. Some support for the site received stating the site is well located in relation to the town centre and main services.

- 2.27 *Officer Comments – The site was subject to public consultation as part of the Housing Issues and Options in 2012, the representations received at that stage, although as part of a wider area were taken into account in the consideration and ultimate allocation of the site. The site has been assessed through an extensive process which included appraisal of highway issues and site typography, whilst these issues were acknowledged, they were not considered sufficient to warrant the site as unsuitable for allocation. The requirement for the submission of an ecological assessment will identify any impacts upon nature conservation issues and recommend mitigation as deemed appropriate.*

Site Allocation Policy SA11 – Land at Cavendish Cottage/Marston Lane, Doveridge

- 2.28 Support expressed for the allocation of the site as a sustainable location well linked to existing residential areas and village facilities. The amenity of future residents will be adversely affected by noise from the nearby A50. The scale of the proposed development at 27 dwellings is too low to meet local needs and will not support the delivery of new infrastructure. The site is not deliverable and unviable, alternative sites in Doveridge (DOV1 and DOV3) are more suitable, and could deliver more community benefits.
- 2.29 *Officer Comments – Support for Land at Cavendish Cottage noted. In respect of concerns regarding noise, the NPPF requires that new development should be prevented from being put at an unacceptable risk of noise. The requirement in SA11 for a noise impact assessment to accompany any planning application and the implementation of mitigation measures will ensure that appropriate noise attenuation is provided for new residents. The decision to allocate land for 27 dwellings was taken following consideration of a number of factors including the housing requirement, evidence on land availability, the strategic aim to encourage more development in the market towns and larger villages of the plan area and consideration of environmental impact. Whilst a larger allocation may provide additional infrastructure and community benefits it was concluded in light of the above factors that the allocation should be set at 27 dwellings.*

SOUTHERN PARISHES SUB AREA

Strategic Policy 14 – Southern Parishes Sub Area

- 2.30 Objections received to the Sub Area Strategy for the Southern Parishes, suggest the Plan should be amended to refer only to the number of dwellings required in the sub area (i.e. 7 dwellings), not increased to support the provision of a replacement primary school. The delivery of a new primary school and the need for new housing in the village should not be linked, it should be the responsibility of Derbyshire County Council as Education Authority to fund and provide a replacement school. Other villages within the sub area should also have new residential development to support the community and provide housing for young families. Equally comments also received supporting the policies intention to enhance the key community services within Brailsford.

2.31 *Officer Comments – The residual requirement for the Sub Area as identified in the Local Plan Pre Submission Draft is 7 units, and this level of provision would not usually be the subject of an allocation, rather it would be likely to come forward through windfall development. However, given the need for a replacement school and the lack of funds for the County Council, as Education Authority to bring forward such a scheme it was considered that in this instance bringing forward the minimum amount of development necessary to provide for a new school was the most appropriate strategy for the area. The Strategy within the Local Plan is to primarily encourage development within the Market Towns and Larger Villages of the plan area, however in the Smaller Villages, although no allocations are proposed the existence of new Settlement Framework Boundaries will allow some infill development to occur. The Local Plan also seeks to ensure adequate affordable housing is provided either as part of new development or through rural exception schemes, thus allowing families to remain within their own village.*

Site Allocation Policy SA12 – Land at Luke Lane, Brailsford

2.32 Substantial objections received to policy SA12, including a petition signed by approximately 180 local residents. Concerns raised relating to loss of greenfield land, impact of development upon landscape character and local community; loss of the valuable well utilised playing fields at The Plain; lack of infrastructure to serve new development, notably inadequate GP provision, issues of flooding/drainage and the impact of development on the highway network in terms of congestion and safety. The village has inadequate employment opportunities to support development, leading to residents commuting out of the village to find employment. An additional 50 dwellings accompanied by infill development in the village boundary will have detrimental environmental impacts and goes against the Plans objectives to “*protect the character and distinctiveness of the villages*” and “*protect the open countryside and high quality environment*”.

2.33 Throughout the plan preparation process the views of local residents and the Parish Council have been disregarded. Support expressed for an alternative site at Throstle Nest Way as a more sustainable and suitable location for development. Comments also received expressing the same objections as to policy SP12 that the issue of residential development supporting the provision of a replacement primary school should not be linked and should be the responsibility of the Education Authority.

2.34 *Officer Comments – A statement on the petition opposing development at Luke Lane was considered by the Local Plan Advisory Committee at its meeting on 17th December 2013. The policy requirements seek to ensure that development is not out of proportion with the scale of the rest of the village and will ensure that impacts upon landscape character, ecology, flood risk and highways impact are addressed. Discussions are ongoing with infrastructure providers, including the Southern Dales Clinical Commissioning Group to establish the extent to which additional medical capacity may be required within the village. In respect of the village being an unsustainable location, with limited employment opportunities, whilst it is acknowledged that the number of firms employing people in the village is limited and that realistically residents travel to Ashbourne or Derby, the frequency of public transport to these locations allows it to be a reasonable alternative to the car and accordingly adheres with the principles of sustainable development.*

2.35 Throughout the consultation on the preparation of the Local Plan Pre Submission concerns have been raised about the potential loss of the recreational area situated on The Plain. However the site is situated within the Settlement Framework

Boundary of Brailsford and, in making assumptions about the amount of development likely to come forward within the Settlement Framework Boundaries across the plan area it had been assumed that up to 25 units may come forward on this site. In respect of alternative sites and options within the village, all alternative options including land at Throstle Nest Way have been assessed and prioritised and it was resolved that the Throstle Nest Way site was not as high a priority as the Luke Lane Site.

- 2.36 *Whilst it is acknowledged that there is concern about the proposals for development in Brailsford, the preparation of the Derbyshire Dales Local Plan is a democratic process that has to balance many competing factors, and material considerations, and often difficult decisions have to be made in the interests of the community as a whole. It is erroneous to state that there has been a lack of consultation with the Parish Council and residents as the concerns raised to the proposals have been brought to the attention of the District Council through five separate consultation events held in the village since 2009, all of which have involved input from representatives of the Parish Council.*

CHAPTER 9 – IMPLEMENTATION AND MONITORING

- 2.37 Inadequate consultation has been undertaken with appropriate statutory consultees and infrastructure providers particularly in relation to health provision and flooding and drainage issues. The Plan should refer to the future requirement for extra care accommodation. The implementation of the Plan should be mindful of the impact of planning obligations upon development viability and deliverability. Support received from Derbyshire County Council, stating the strategy is consistent with the Derbyshire Infrastructure Plan and Developer Contributions Protocol. The County Council are satisfied that the impact of development on education provision has been reviewed and mitigation discussed, however concerns remain regarding the requirement for additional education provision within Ashbourne. Request made for a standalone policy on the provision of telecommunications infrastructure.
- 2.38 *Officer Comments – Consultation has been undertaken with a wide range of stakeholders in relation to the infrastructure requirements associated with the plan including Severn Trent and the Derbyshire NHS. An Infrastructure Delivery Plan is in the process of being prepared and will accompany the plan when submitted to the Secretary of State. Although the principle that financial contributions will be secured to fund education improvements, the education requirements within Ashbourne are subject to on-going discussions between the District Council, Derbyshire County Council and QUEGS. It is not however considered necessary to have a separate telecommunications policy as the issues that could be included in the policy are set out elsewhere in the plan, which should be read as a whole.*

3 RISK ASSESSMENT

3.1 Legal

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Not having an up to date Local Plan in place which provides adequate land for housing places the District Council at risk to residential development being brought forward on appeal rather than on a plan-led basis.

3.2 **Financial**

The cost of preparing the Derbyshire Dales Local Plan is contained within the District Council's budget.

3.3 **Corporate Risk**

The Derbyshire Dales Local Plan will be a pivotal tool in the delivery of the Council's Corporate Plan and the Derbyshire Dales and High Peak Sustainable Communities Strategy. In order to fulfil this role it is

4 **OTHER CONSIDERATIONS**

In preparing this report, the relevance of the following factors has also been considered: prevention of crime and disorder, equalities, environmental, climate change, health, human rights, personnel and property.

5 **CONTACT INFORMATION**

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Tel: 01629 761251 E-mail: mike.hase@derbyshiredales.gov.uk

6 **BACKGROUND PAPERS**

Description	Date	File
Report and minutes of Local Plan Advisory Committee and Council	Nov 12 and Council 14 th Feb 2013	G/5/P2(i) and G/5/P2(i) and G/5/P1
DDLPPS Consultation responses	July 13	
Report and minutes of Local Plan Advisory Committee	Oct and Dec 13	G/5/P2(i)

Chapter 8- Sub Area Strategies

Key Issue

Officer Comment and Recommendation

Paragraph 8.4

There is not enough detail on heritage assets within the Plan area, particularly other designated heritage assets contained on the Derbyshire Historic Environment Record, such as listed buildings; scheduled monuments, registered parks and gardens. . Without this detail, the Plan is considered unsound and not consistent with National Policy. Paragraph 8.4 should be amended to make reference to this

Further discussions have been held with English Heritage, It was agreed that additional wording could be added to the Matlock and Wirksworth; Ashbourne; and Southern Parishes Sub Area strategies/portraits to provide detail and clarity on the historic environment and heritage assets within each locality.

It is therefore recommended that the following additional wording be included in Paragraph 8.4:

8.4 Matlock is the administrative centre of the Derbyshire Dales, and the administrative centre for Derbyshire County Council. Its development as a Victorian and Edwardian Hydro town from the 1860s onwards remains evident in the distinctive character and appearance of the town. Consequently, much of the town is situated within a Conservation Area. The town also has other designated heritage assets, including listed buildings, a scheduled monument and a registered historic park and garden. Matlock town centre acts as a focus for the surrounding hinterland. Its administrative function results in significant daily net inward work related movements. Although the majority of the daily movements are car borne journeys, the town is however well served by public transport, with both bus and rail services available. There are also good public transport routes, which allow travel across the town. There are also opportunities for new development in the town that will not have an adverse impact upon its character and appearance.

Chapter 8- Sub Area Strategies

Key Issue

Officer Comment and Recommendation

Paragraph 8.7

Reference should be made to other designated heritage assets on the Derbyshire Historic Environment Record, in addition to conservation areas, such as listed buildings; scheduled monuments; registered parks and gardens.

It is considered appropriate to make reference to the other designated assets. As such it is recommended that Paragraph 8.7 be amended to read:

8.7 Wirksworth is an attractive historic market town with medieval origins. It's development is primarily associated with lead mining and more recently limestone quarrying. Wirksworth has a compact town centre, focused around the Market Place, with its array of historic buildings, with its principal streets leading off. Much of the town centre is designated as a Conservation Area. The town and parish have other designated heritage assets including a large number of listed buildings and several scheduled monuments. Furthermore, in recognition of its important historic environment and architectural qualities over four hundred properties are covered by an Article 4 Direction which restricts inappropriate, external, alterations. To the south of the town the landscape is some of the highest quality in Derbyshire. The population of the town has fluctuated over time, according to local economic conditions. It has however been at such a level as to sustain all 'key' services and facilities. Although the town acts as a local focus for its residents it has become a dormitory town for nearby Matlock and Derby, with considerable daily outward movements. Although the majority of these will be car borne, there are however good public transport links which allow commuting to Belper, Derby and Matlock from Wirksworth. The re-opening of the Wirksworth to Duffield railway

Chapter 8- Sub Area Strategies	
Key Issue	Officer Comment and Recommendation
	<i>line will be able to provide alternative means by transport for local residents.</i>
Paragraph 8.9	
Reference should be made to other designated heritage assets on the Derbyshire Historic Environment Record, in addition to conservation areas, such as listed buildings; scheduled monuments; registered parks and gardens.	<p>It is considered appropriate to make reference to the other designated assets. As such it is recommended that Paragraph 8.9 be amended to read:</p> <p><i>8.9 Matlock Bath is a linear village situated approximately 2.5 kms south of Matlock. The village lies on the north and west sides of a bend in the River Derwent, and has grown organically on the steeply sloping valley sides. The attraction of Matlock Bath as a place to visit and enjoy the natural springs, and the associated, beautiful scenery led to it becoming a major tourist destination from the late 18th century. This continued into, and throughout, the 19th century as a popular spa resort. The village is designated as a Conservation Area and also has a large number of listed buildings and three registered historic parks and gardens. The village continues to act as a focus for tourists. The centre of Matlock Bath has become dominated by amusement arcades, takeaways and restaurants. Masson Mill, a large historic building just outside Matlock Bath, has been converted to shops, offices and a museum. The main problem for Matlock Bath is severe traffic congestion on the A6 at peak tourist times</i></p>
Paragraph 8.11	
Reference should be made to other designated heritage assets on the Derbyshire Historic Environment Record, in addition to conservation areas, such as listed buildings;	It is considered appropriate to make reference to the other designated assets. As such it is recommended that Paragraph 8.11 be amended to read:

Chapter 8- Sub Area Strategies

Key Issue

scheduled monuments; registered parks and gardens.

Officer Comment and Recommendation

8.11 Darley Dale, is situated to the north-west of Matlock and comprises several linear settlements that extend up the hillside to the north-east, beyond which is some of the highest quality landscape in Derbyshire. Whilst there is no designated Conservation Area at Darley Dale it does possess a number of other designated heritage assets including listed buildings and a registered historic park and garden. Its growth during the second half of the 19th century is associated with Sir Joseph Whitworth, the armaments manufacturer who lived at Stancliffe Hall. Through his benefaction the impressive Whitworth Centre, and its associated park were constructed/formed in the 1890s. Although the level of population within Darley Dale has been sufficient to maintain the viability of all key services and facilities in the village, these however only provide day-to-day needs, with Matlock providing those essential services not available within Darley Dale. Whilst the village effectively acts as a 'suburb' of Matlock, there are however good public transport links between Darley Dale and Matlock, which allow daily commuting into/out of Matlock.

Paragraph 8.15

Further discussion of the World Heritage Site should be given in paragraph 8.15 in relation to the significance of this asset and its outstanding universal value.

Following further discussions with English Heritage, it is recommended that the following additional wording be made to Paragraph 8.15 to enable more information to be provided on the significance of the Derwent Valley Mills World Heritage Site:

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Key Issue	Officer Comment and Recommendation
	<p>8.15 <i>At the southern extent of the sub area is Cromford, where the Derwent Valley Mills World Heritage Site begins. This international designation recognises and confirms the outstanding universal value and significance of the area as the birthplace of the factory system where, in the late 18th century, waterpower was successfully harnessed for textile production. Much of Cromford is designated as a Conservation Area but also has a number of other designated heritage assets including a large number of listed buildings, a scheduled monument and a registered historic park and garden. The development of Cromford is acutely associated with Sir Richard Arkwright and comprises his first mill and associated mill complex, a market place and inn, extensive workers housing, including North Street and his intended home of Willersley Castle. The World Heritage Site, which begins in Cromford stretches 15 miles down the Derwent valley to Derby, encompassing a fascinating series of historic mill complexes, workers housing and some of the world's first 'modern' factories.</i></p>
<p>Paragraph 8.20</p>	
<p>Support is offered for the site allocations selected for the Matlock area. The housing provision planned will be more than adequately catered for. Support is offered for excluding the site off Asker Lane, Matlock.</p>	<p>Support Welcomed</p>
<p>There is no justification for including greenfield sites within the Matlock/Wirksworth sub area when there are plenty of brownfield sites available such as, Cawdor</p>	<p>The sites allocated within the Derbyshire Dales Local Plan were chosen following a very extensive selection process, where the emphasis was given on maximising development on brownfield sites in preference to</p>

Chapter 8- Sub Area Strategies	
Key Issue	Officer Comment and Recommendation
Quarry, Tansley Wood Mills, Halldale Quarry, Harveydale Quarry, the Madisons site to the south of Bakewell road, Matlock. The Greenfield site at Bentley Bridge should be deleted.	greenfield sites. However given the need for flexibility for market choice, the overall requirements of the Matlock/Ashbourne Sub Area, and the availability and deliverability of sites within the Sub Area, the District Council could not meet its requirements without the release of greenfield sites within the Derbyshire Dales Local Plan.
Paragraph 8.29	
Implementing the delivery of the Derbyshire Greenway Strategy in principle is supported, however the Derwent Valley Cycleway cannot be supported when two planning applications for this proposed route have been refused (As highlighted on Map 7, page 91)	Map 7 in the Derbyshire Dales Local Plan Pre Submission Draft is an indicative plan for the proposals in the Matlock/Wirksworth Sub Area over the plan period – Previous applications for the Derwent Valley Cycleway were withdrawn not refused. However in light of the recent successful for funding from the DfT it is anticipated that more detailed work on this project will come forward in the next 12-18 months.
Strategic Policy 12 – Matlock/Wirksworth Sub Area	
Add additional wording: ‘One of the characteristics of both Matlock and Matlock Bath has always been their iconic views both from the valley looking upwards and from hills looking downwards. The following views should be protected: From Pic Tor over 360 degrees From the Wishstone towards Tansley Cavendish Road Park overlooking Matlock Riber viewed from Hall Leys Park Bridge High Tor from Artists Corner North and South parade from Temple Road	Whilst there are views that may have local significance, these do not have any statutory designations associated with them, and as such the weight that could be attached to them is very limited. All development proposals in the vicinity of these views are likely to be assessed against any impact they have upon the landscape character of the area, and as such Policy DM6 provides some opportunity to protect these views. It is however not recommended that any reference to them is included within the Derbyshire Dales Local Plan.

Chapter 8- Sub Area Strategies	
Key Issue	Officer Comment and Recommendation
<p>Hackney Road Laburnum Inn area looking down to the valley Chesterfield Road above Golf Course and alongside Highfields School looking towards Riber Shelter Chesterfield Road near Golf Club looking across the course'</p>	
<p>The Derwent Valley Mills World Heritage Site could have a more ambitious programme of action and complementary development related to the Heritage sites but outside it, possibly a prestige hotel.</p>	<p>Strategic Policy 12 – seeks to encourage the realisation of the future economic benefits to the area of the World Heritage Site Designation – which could include the provision of hotel accommodation, assessments of which would be undertaken against Policy DM12. This would however be subject to be a commercial decision to invest in the area that would be made by the hotel operators.</p>
<p>The Matlock Town Centre SPD is likely to need further attention given the current lack of interest from commercial developers. It could be revised to include more housing.</p>	<p>Although the Policy refers to the Matlock Town SPD, the contents of the SPD cannot be amended through the Local Plan and would need to be reviewed where necessary through other statutory procedures.</p>
<p>Protecting and enhancing sites of historic nature conservation and landscape value. This could include a programme of work to open up lost vistas across the town and out to surrounding countryside</p>	<p>Whilst there are views that may have local significance, or have indeed been “lost” these do not have any statutory designations associated with them, and as such the weight that could be attached to them is very limited. All development proposals in the vicinity of these views are likely to be assessed against any impact they have upon the landscape character of the area, and as such Policy DM6 provides some opportunity to protect these views. It is however not recommended that any reference to them is included within the Derbyshire Dales Local Plan.</p>

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Key Issue	Officer Comment and Recommendation
Support the protection of Open spaces along the A6 corridor to avoid the coalescence of Matlock and Darley Dale is supported.	Support welcomed
Safeguarding the route of Peak Rail Extension to Rowsley. We agree with this idea but must be made compatible with the proposed cycle route which also needs to use the same corridor between the river and the A6.	It is acknowledged that the two proposals should not prejudice each other, and these issues that will need to be taken into account in planning each in conjunction with the key stakeholders.
Implementing the Greenway Strategy and Derwent Valley Cycleway is supported, but it has been a longstanding idea and little progress has been made in the Matlock area.	Derbyshire County Council and the Peak District national Park have recently secured £5m from DfT to implement further cycling route, including the White Peak Loop, which is likely to incorporate the provision of the Derwent Valley Cycleway through Darley Dale to Matlock.
Recognition of the historic environment and WHS is welcomed.	Support welcomed
To include land off Asker Lane as an allocated site for housing in the Matlock /Wirksworth Sub-Area	This site was not considered to be an appropriate site for allocation in the Derbyshire Dales Local Plan Pre Submission Draft to meet any housing needs for the plan area for the period up to 2028. The recently commissioned objectively assessed needs study will provide evidence of future housing requirements, the implications of which will be reported to a further meeting of this Committee.
It is not simply the needs of the local community that need to be catered for but those migrating into Derbyshire Dales. The emphasis in the policy on the	The purpose of the policy is to ensure that the future housing needs of the community as a whole regardless of its origin. As such it is recommended that no change to the policy is made as a result of this

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Key Issue	Officer Comment and Recommendation
<p>housing of the local community therefore does not conform to national policy. The policy needs be re-worded to say “The District will deliver the sustainable growth of the Matlock/ Wirksworth Sub Area by.....meeting identified housing need”.</p>	<p>issue.</p>
<p>The 6th bullet point could have two different meanings such as, implementing the re-development of key sites, but not necessarily as described within the SPD or as described within the SPD. This bullet point should be re-worded to read “Implementing the redevelopment of key sites (identified within the Matlock Town Centre SPD), as described within the SPD.</p>	<p>This bullet point seeks to support the redevelopment of the key opportunity sites identified in the Matlock Town Centre SPD as a strategic aspiration – however it does not mean that any redevelopment of the key sites has to slavishly adhere to the principles set out in the SPD, as it may be commercially possible for those to be achieved as originally envisaged. The SPD will continue to act as a framework for guiding development within Matlock Town Centre.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>The housing allocations in Wirksworth are not the preferred ones in relation to the Neighbourhood Plan. The allocations are regarded as sensitive areas in the town.</p>	<p>As no formal consultation has been undertaken on the Wirksworth Neighbourhood Plan no sites have been identified for inclusion within it. Furthermore Paragraph 184 of the NPPF states that Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan. Neighbourhood plans should not promote less development than set out in the Local Plan or undermine its strategic policies.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>All new housing development in Wirksworth should reflect local distinctiveness in terms of design</p>	<p>The design and appearance of new housing will be assessed against the requirements of Policy DM9, with each proposal being considered</p>

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Key Issue	Officer Comment and Recommendation
	on its merits.
Support is offered for development at Halldale Quarry and Smedley Street in Matlock.	Support welcomed
Site Allocation SA1 – Land at Bentley Bridge, Matlock	
Although there is no formal nature conservation designation at Bentley Bridge site, it is considered to be of nature conservation value and is known to support a wide range of species and habitats along its length. It will be essential that the brook and its riparian corridor are not adversely impacted by the development. In addition the development will result in the loss of semi-improved hay meadows which are moderately species rich in part. These and any other biodiversity impacts will need to be satisfactorily addressed.	The policy requires the submission of an ecological assessment as a means of identifying the impact upon identified nature conservation interests and is to be used in the determination of any planning application. The comments made for this key issue identify some of the issues on the site, which if are correct would be subject to identification and consideration as part the determination of any planning application on the site.
The setting of the site should be considered as it is near the Lumsdale Conservation Area.	All impacts of the site, including this matter have been considered as part of the SA, As such it is recommended that no change to the Local Plan be made as result of this key issue.
A remote site that lacks provision of amenities, public transport and absence of footpath into the town centre is unsustainable.	The sites allocated within the Derbyshire Dales Local Plan were chosen following a very extensive selection process, where matters such as access to services and facilities, and public transport were taken into account. As such it is recommended that no change to the Local Plan be made as result of this key issue
The suitability and scoring of the site was based on local	The sites allocated within the Derbyshire Dales Local Plan were chosen

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Key Issue	Officer Comment and Recommendation
<p>opposition and not on planning criteria.</p>	<p>following a very extensive selection process, where matters such as access to services and facilities, and public transport were taken into account which are considered to be an appropriate measure of a sites sustainability and suitability for development.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>Previous planning application on sites was dismissed by an inspector based on “development would adversely affect the attractive rural aspect of the area”.</p>	<p>Any current planning applications will be assessed upon current issues and policy considerations rather than historic decisions.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>The site allocation is contrary to many other Development Management Policies in the Plan and Strategic Policy 1.</p>	<p>The Derbyshire Dales Local Plan is read as a whole. If this or any other site is not able to meet the criteria set out in the policies within the Derbyshire Dales Local Plan as a whole then it is highly likely that planning permission would be refused.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>The SA in relation to Policy SA1, states that the due to the sites location and surrounding topography the allocation may be unable to promote sustainable travel as much as other allocations around the town. Therefore the site is regarded unsustainable.</p>	<p>Whilst the SA may indicate that the site may be unable to promote sustainable travel compared to others, this is only one factor that has been taken into account during the appraisal process. Furthermore the SA is only a tool for aiding the decision makers, in that it indicates the extent of impact that proposals may have on other sustainability factors, and that in making a decision they are aware of the</p>

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Key Issue	Officer Comment and Recommendation
	<p>consequences of such impact.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>The only locational attribute the site has is the proximity to Highfields school; however this is only beneficial if a household has children of an age to attend that school.</p>	<p>The site has been through an assessment and prioritisation process for housing allocation including consideration of its location. Had the site been considered to be situated in an inappropriate location then it would not have even reached the prioritisation part of the assessment process.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>In landscape terms, The site feels distinctively rural in character and partially isolated from the wider urban edge by mature, vegetation along its western edge associated with the watercourse. It has visual links to the open countryside to the north and the south and also the existing pine forests to the east. Higher areas of the site are visually exposed from the north and west.</p>	<p>The impact of the development of the site on the surrounding landscape will be assessed against Policy DM6 – Landscape Character – furthermore the Policy SA1 requires the submission of a landscape character assessment to assist with determination of any planning application.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>In terms of the SA the site was scored poorly in terms of air, noise, light and biodiversity, landscape and natural assets, water and accessibility. Yet it has still been allocated for development.</p>	<p>Whilst the SA may indicate that the site may be score poorly against these factors they are not the factors that have been taken into account during the appraisal process. Furthermore the SA is only a tool for aiding the decision makers, in that it indicates the extent of impact that proposals may have on other sustainability factors, and that in making a decision they are aware of the consequences of such impact.</p>

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Key Issue	Officer Comment and Recommendation
	As such it is recommended that no change to the Local Plan be made as result of this key issue
The site is an unsustainable location when compared to alternative site options, such as Asker Lane, and Consequently Bentley Bridge should be deleted as an allocation for housing.	The site has been through a thorough assessment and prioritisation process, as well as a highly inclusive democratic process. Whilst it may be further away from the town centre compared to other sites, the outcome of this process has determined that this site is one of a suite of sites that should be allocated.
The method for selecting this site for housing has not been followed correctly, or the same as the other sites assessed. The decision to allocate Bentley Bridge was an emotive basis rather than based on officer assessment and facts. The site has not been sufficiently justified.	The site has been through a thorough assessment and prioritisation process, as well as a highly inclusive democratic process in the same way that other sites have been assessed. Whilst there may not be universal agreement with the outcomes, there has been a consistent approach taken to site selection and allocation in the Derbyshire Dales Local Plan. As such it is recommended that no change to the Local Plan be made as result of this key issue
Unjustifiable that a planning application will be considered on the site before an inspector at the Local Plan Examination.	There is nothing in law which stops an application for planning permission being submitted to a local planning authority at any time, and as such the District Council has a duty to consider it against the Local Plan and any other material planning considerations, which can include giving weight to the decision to allocate sites in an emerging Local Plan.
Alternative sites should be considered including land at Old Hackney Lane, Matlock.	A number of alternative sites were considered as part of the site assessment and prioritisation process. If this is a site that has not been previously considered by the District Council it will be subject to a

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Key Issue	Officer Comment and Recommendation
	detailed assessment which will be presented to a future meeting of this Committee.
Support for allocated site offered due to low impact on surrounding area.	Support welcomed
Site Allocation Policy SA2 – Land at Smedley Street, Matlock	
No Comments	
Site Allocation Policy SA3 – Land at Halldale Quarry	
The site supports habitats and species of nature conservation significance and any development of the site should seek to retain and enhance these habitats and put in place sustainable management of key habitats.	<p>The policy requires the submission of an ecological assessment as a means of identifying the impact upon identified nature conservation interests and is to be used in the determination of any planning application. The comments made identifies that there are some habitats and species present on the site, it is the role of the ecological assessment to indicate the impact that development may have on the nature conservation interests that already exists and assist with the determination of any subsequent planning application. It is not considered necessary to specifically identify the nature conservation interests within the policy.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
This site is nearby to the Matlock Conservation Area and listed buildings within this. The setting of these should be considered as part of the master planning process.	<p>It is considered appropriate to make reference to the relationship with the Matlock Conservation Area. It is therefore recommended that an additional bullet point be added into the policy as follows:</p> <p><i>“Any development on the site not having an adverse impact upon</i></p>

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Key Issue	Officer Comment and Recommendation
	<i>nearby heritage assets and the setting of the Conservation Area; and the implementation of appropriate measures to mitigate any negative impact on these assets.”</i>
<p>An extremely difficult site to develop, serious viability issues and therefore questionable as to whether it is actually deliverable. The SA states that infrastructure to serve Hall Dale should be provided alongside the residential and employment development leading to difficulties for developers having upfront costs.</p>	<p>It is acknowledged that the nature of this site may make it more difficult to bring forward than others, and that the provision of new infrastructure to serve the site may have an impact upon cash flow, however to date there is no significant evidence by means of a viability appraisal that would indicate that the site is not developable,</p>
<p>This site was never considered as part of The Council's Sustainability Appraisal's where all the sites were considered together and therefore difficult to undertake a like for like review against other sites. The SA states that the site is not particularly well located in terms of sustainable transport opportunities, therefore alternative sites available within the town should be considered, particularly Asker Lane site, Harveydale Quarry. Hall Dale Quarry should be deleted as a housing allocation site.</p>	<p>This site is a long standing allocation, and has been brought forward from the Derbyshire Dales Local Plan adopted in 2005, this time with some housing provision to assist with meeting the overall housing requirements and delivering the employment land allocations aspects of the plan. Whilst an SA on the site may not have been undertaken for this reason, an SA of Policy SA3 was undertaken.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>There are clearly constraints to this site being developed for housing. The site is located on a north facing hillside traditionally avoided by development because of its inhospitable climate, and quarries tend to be cold and damp. Frost and Ice linger much longer than in the town</p>	<p>Whilst there are constraints to developing this site the landowners have confirmed that the site is deliverable for mixed-use development. In bringing the site forward the local characteristics of the site will influence the type and nature of the development, and its attractiveness to the market. However the local characteristics of the site as set out in</p>

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Key Issue	Officer Comment and Recommendation
<p>generally. The site is suitable for just employment and recreation uses.</p>	<p>this key issue do not mean that the site should not be allocated within the Derbyshire Dales Local Plan.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>There is insufficient certainty that Halldale Quarry site will be made for the provision of up to 100 homes within the plan period and should therefore be excluded.</p>	<p>Whilst there are constraints to developing this site the landowners have confirmed that the site is deliverable for mixed-use development.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>The site is potentially highly visible from much of Matlock on the south facing slope; measures should be taken to mitigate visual intrusion when considering the master planning of this site.</p>	<p>A detailed masterplan and landscaping plan are required by this policy. These will need to address these issues satisfactorily. The design and landscaping issues will be considered in more detail when considering the site at planning application stage.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>Support is offered as the site is well related to Matlock Town Centre, has good access and it makes best use of underused land that is available for development.</p>	<p>Support welcomed</p>
<h3>Site Allocation Policy SA4 – Land adjacent to Coneygreave House, Wirksworth</h3>	
<p>The area of land identified as housing allocation SA4, is the only distinct break in what otherwise would be ribbon development (from Wirksworth to the High Peak Trail). Why build on Greenfield site, when there are other alternative brownfield sites including derelict land and</p>	<p>The sites allocated within the Derbyshire Dales Local Plan were chosen following a very extensive selection process, where the emphasis was given on maximising development on brownfield sites in preference to greenfield sites. However given the need for flexibility for market choice, the overall requirements of the Matlock/Ashbourne Sub Area,</p>

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<p>quarries in Wirksworth.</p>	<p>and the availability and deliverability of sites within the Sub Area, the District Council could not meet its requirements without the release of greenfield sites within the Derbyshire Dales Local Plan.</p> <p>The policy requires the submission of a landscaping scheme that seeks to maintain the openness between the northern and southern parts of the town.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>It is important that a landscape plan as identified in the policy is undertaken to protect the conservation area adjacent to it.</p>	<p>The policy requires that the landscaping plan seeks to protect the conservation area.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>Important views in the town would be lost. Allowing development of the site would result in coalescence of Wirksworth with the settlements of Steeple Grange and Bolehill to the detriment of both. Development would be of detriment to the setting of the conservation area</p>	<p>The policy requires the submission of a landscaping scheme that seeks to maintain the openness between the northern and southern parts of the town. As such it will avoid the coalescence of the two parts of the town.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>It is inappropriate to develop new housing over known old</p>	<p>The Derbyshire Dales Local Plan has to be read as a whole Policy SP1</p>

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<p>mine workings, the stability of which cannot be guaranteed. The presence of one shaft within the site poses further problems.</p>	<p>seeks to ensure that communities are healthy and safe and the risks from potential hazards are minimised. Consequently as part of any application for planning permission on this site an assessment will need to be provided which considered the stability of the site.</p> <p>It is however recommended that an additional bullet point be added to this policy to address this issue;</p> <ul style="list-style-type: none"> • <i>The submission of a report that demonstrates the stability of the site to accommodate residential development.</i>
<p>There are other alternative sites available within the town that are more suitable, such as land at Wash Green (WIR3), Haarlem Mill.</p>	<p>These sites were considered as part of the options and prioritisation assessment work undertaken in the preparation of the Derbyshire Dales Local Plan Pre Submission Draft and not considered to be suitable sites for allocation within the plan.</p> <p>As a result of amendments to the Settlement Framework Boundary for Wirksworth the Haarlem Mill site is now situated within it, and as such the principle of residential development on it is generally considered to be acceptable, without the need to allocate it specifically for residential development.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>

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Key Issue	Officer Comment and Recommendation
<p>The site is not suitable due to the extra traffic into Wirksworth that will be generated from the development.</p>	<p>The sites allocated within the Derbyshire Dales Local Plan were chosen following a very extensive selection process, including consideration being given to the highways impact of new development on the wider highways network. No objections were raised in respect of this site by Derbyshire County as highways authority.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
Site Allocation Policy SA5 – Land at Stancliffe Quarry, Darley Dale	
<p>Issues raised concerning the mining history on the site and stabilising the land.</p>	<p>The policy requires the submission of a scheme for the stabilisation of the rock face, which would address this particular issue.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>The site compromises an unrestored quarry, with a mineral planning history. Therefore applications for planning permission for its further development could potentially need to be made to the County Council as a Mineral Planning Authority (MPA).</p> <p>Support reference in the Policy for the inclusion of schemes for slope stabilisation at the north-east quarry face and for the extraction of storage of stone prior to commencement. However it is not evident that any stone storage should necessarily be required to be off site. It is</p>	<p>The position with regards to any future planning applications for mineral extraction is noted, however these would be dealt with by the County Council as mineral and waste authority, against their own minerals and waste planning policies.</p> <p>Support Welcomed- however it is understood that the stone that could be extracted from the former quarry may have some significance in terms of its value nationally in the protection and maintenance of historic properties. As such it is considered appropriate that the stone storage scheme should remain within the policy.</p>

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therefore suggested that the 'off site' qualification is removed from the text.	As such it is recommended that no change to the Local Plan be made as result of this key issue.
This is a suitable site that is deliverable in the earlier time periods. It is a brownfield site with little or no contamination, little disturbance to the surrounding natural habitats, is not obtrusive and does not affect surrounding adjoining property owners; and has main access from the A6.	Support welcomed
There are alternative sites available, more suitable, including Asker Lane, Matlock & Stancliffe Hall, Darley Dale, Station Road, Darley Dale.	<p>All known alternative sites have been assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft. A number of additional sites were identified as during the public consultation. These sites are currently being assessed and the outcomes will be reported to a further meeting of this Committee.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
The site is poorly located in terms of access; it is not within easy walking distance of shops and facilities; the viability of the site is questionable in terms of stabilising the land. The re-scoring of the site is not evidenced with a full justification.	The sites allocated within the Derbyshire Dales Local Plan were chosen following a very extensive selection process, including consideration being given to the relationship of the potential new development sites to existing shops and services – whilst this site is not as well related as other sites to shops and services this is only one of a number of factor that were taken into account in determining that this site was

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	<p>appropriate for allocation in the Derbyshire Dales Local Plan Pre Submission Draft.</p> <p>The policy requires the submission of a scheme for the stabilisation of the rock face, which would address this particular issue.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>The land had been an active quarry for a number of years, there will no doubt be contamination associated with those uses and remediation will involve expenditure on the site.</p>	<p>The Derbyshire Dales Local Plan has to be read as a whole Policy SP1 seeks to ensure that communities are healthy and safe and the risks from potential hazards are minimised. Consequently as part of any application for planning permission on this site an assessment will need to be provided which considers the stability of the site and any contamination matters</p> <p>It is however recommended that an additional bullet point be added to this policy to address this issue;</p> <ul style="list-style-type: none"> • <i>The submission of report that assesses any potential contamination on the site, and in the event that remedial works are required the extent of any mitigation measures to enable the site to be brought forward for residential development.</i>
<p>The site already has planning permission for tourist accommodation. The hotel and 38 holiday lodges</p>	<p>Whilst the site has it constraints, the overall number that is proposed within the allocation takes account of these constraints. Furthermore</p>

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<p>application had a developable area of approximately 3 hectares. However the development parameters for a solely residential scheme will be different to the tourism proposal. A number of factors will impact on the ability of the site to deliver the indicated quantum of housing:</p> <p>The cliff face will need to be built out by 5 metres and for there to be at least a 30 degree slope down to the quarry floor to ensure stabilisation. This could involve a land take of 39 metres along the cliff face assuming it is 20 metres high. Where it is 30 metres high the land take on the cliff floor rises to 57 metres. There would need to be a stand off from the base of the cliff to allow for maintenance access. That would be at least 10 metres. There would need to be a further stand off to give new purchasers some comfort and encourage purchase. There would need to be a stand off from the other quarried faces to the north and west. Subject to a full assessment there may be a need for similar remediation works, and loss of land, as will required on the east face. Houses will need to have private garden areas. Provision of public open space. Space for attenuation/SUDS if practical. As a consequence the developable area will be reduced. It is highly likely that purchasers, and their mortgagers, will be very wary in purchasing a property so close to the cliff</p>	<p>the Valuation Office Agency have been commissioned to undertake a review of the viability of the Local Plan. The outcomes of the research will be presented to this Committee at a later date. This will take account of the additional costs of bringing this site forward.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>

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<p>faces. In reality, if houses are to be sold, and our view is that there are series doubts, then the houses and their gardens will need to be located much further away from all of the cliff faces. This severely restricts the capacity of the site and its viability. In addition to the cliff face mitigation works there are other abnormal development costs.</p>	
<p>The site is isolated from Darley Dale. It will be a separate area of housing with no link to the village. It has planning permission for a tourism use where people would have expected to have experienced a degree of isolation and exclusivity. Approached by a long drive into a quarry, effectively surrounded on four sides by slopes and woodland provides an ideal setting for a tourist based activity that would contribute to the local economy. Even if it is possible to remediate the current unacceptable situation there must be grave concerns that occupiers will be prepared to invest in such a location. There will be an on-going liability associated with the cliff faces which will not sit well with occupiers and more importantly mortgages.</p>	<p>Whilst this site is not as well related as other sites to shops and services this is only one of a number of factor that were taken into account in determining that this site was appropriate for allocation in the Derbyshire Dales Local Plan Pre Submission Draft.</p> <p>Whilst the site has it constraints, including the need for rock stabilisation, the overall number that is proposed within the allocation takes account of these constraints. Furthermore the Valuation Office Agency have been commissioned to undertake a review of the viability of the Local Plan. The outcomes of the research will be presented to this Committee at a later date. This will take account of the additional costs of bringing this site forward.</p> <p>In terms of access to the site, the policy requires the provision of a Transport Assessment including full highways design to demonstrate the provision of a safe access into/out of the site.</p>
<p>The site will accommodate affordable housing and it is considered that this is not a suitable location for the</p>	<p>The policy requires that a contribution be made to affordable housing, whether this is on-site or an off-site contribution, will be dependent</p>

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<p>delivery of such. It is considered that Registered Social Landlords would not be attracted to the site due to the risks involved.</p>	<p>upon the circumstances that exist at the time any application for planning permission is considered.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>There is still some stone to quarry from the site to meet planning conditions. To do this in a lawful manner the owner needs to make considerable investment.</p>	<p>It is acknowledged that the site still has the potential for the extraction of stone, which is currently required to be stockpiled off-site by the conditions on the existing planning permission on the site. The policy requires that a scheme for the submission of stone extraction is submitted prior to the commencement of development on site. Whilst there may be cost associated with the extraction, it is anticipated that this will be offset by the value of the stone.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>There are a number of significant costs associated with development of this particular site which are probably quite specific and would not be the case on other sites. These include: The remediation of the cliff face – that assumes that such is deliverable. The construction of a lengthy section of highway to an adoptable standard to serve the development. The construction of extensive foul and surface water systems to connect to the nearest manholes in the A6. The costs of remediation of any contamination of the site resulting from its quarrying activities. Potentially the need to stabilise other cliff faces</p>	<p>Whilst the site has it constraints, the overall number that is proposed within the allocation takes account of these constraints. Furthermore the Valuation Office Agency have been commissioned to undertake a review of the viability of the Local Plan. The outcomes of the research will be presented to this Committee at a later date. This will take account of the additional costs of bringing this site forward.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>

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<p>in addition to that on the eastern elevation. The need to undertake extensive tree management works across the entire site.</p> <p>It is concluded that the site carries with it issues of viability. Remediation of the cliff face in itself would be a very significant cost and it is contended that in the absence of a transparent comprehensive viability assessment that demonstrates to the Council that the site is deliverable that this site is not compliant with paragraph 47 of the NPPF and therefore should not be pursued.</p>	
<p>Policy SA5 should be deleted. The Derbyshire Dales economy has reliance on tourism based activities. In recent years a number of facilities have been lost. Strategic Policy 6 seeks to promote the Peak District tourism and culture. This will be achieved by strengthening the tourism role of the Plan area, encouraging tourism and provision for visitors, supporting new tourism provision and where possible maintaining and enhancing existing tourist and visitor facilities.</p>	<p>Whilst this site has the benefit of planning permission for a tourism development, this permission has never been implemented, and from discussion with the landowners at the time, never likely to be implemented. As such it was considered that residential development was likely to be a more viable alternative, and take a similar form to that which had the benefit of planning permission.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>The loss of the quarry floor habitat will require some mitigation through enhancement of other areas within the site, for example, positive woodland management to enhance the woodland and create associated woodland</p>	<p>The policy requires the submission of an ecological assessment and a woodland management plan as a means of identifying the impact upon identified nature conservation interests and whether any mitigation is required, and is to be used in the determination of any planning</p>

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habitats.	<p>application.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
Supplement the criteria in Policy SA5 to ensure that new development is not visible above the tree line from surrounding locations such as Stanton Moor Edge and does not adversely impact upon nearby heritage assets and/or their settings.	<p>Comment Noted. Policy DM6 requires that any development takes account of its impact upon the landscape character of the area. Furthermore Policy DM8 also requires that any impact upon heritage assets is taken into account.</p> <p>As such this issue will be taken into account at the time an application is determined by the District Council, and no change is recommended to the policy as a result of this key issue.</p>
This allocation forms part of the original grounds to the Grade II Listed Stancliffe Hall. The remaining woodland formed part of the original landscape associated with the Hall and provides screening along the A6 and also screens between the Hall and the existing Quarry. Whilst we have no overall objection to the principle of the site being developed, we are concerned with the lack of reference to heritage assets here within both the policy and supporting text. In addition the quarry itself may be of historic interest as part of the history of the site. We do not consider that this policy is transparent in setting out this as a potential constraint to development and whilst	<p>It is acknowledged that the site sits below Stancliffe Hall, and as such it is recommended that an additional bullet point be included within the policy:</p> <ul style="list-style-type: none"> • <i>“The submission of an Historic Environment Assessment for the site and the surrounding area associated with Stancliffe Hall.”</i> <p>It is also recommended that some additional text be incorporated into Paragraph 8.37 to acknowledge this issue:</p> <p><i>8.37 This redundant quarry, which was part of the original grounds of Stancliffe Hall, has an area of</i>”</p>

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<p>this will need to be addressed through a site Masterplan, as required by the policy, this will need to be informed by an understanding of significance of the site as a whole and the assets within this. Without recognition of this, we consider that the policy is unsound as it is unjustified in this respect and it will not be effective and deliverable against historic environment considerations. In order to overcome this, we consider that reference should be made to the site forming part of the original grounds to Stancliffe Hall, in addition to reference to the woodland in paragraph 8.38. We also consider that a further bullet point is required within the policy with regard to assessing historic environment impacts. We suggest the following wording: 'Historic Environment Assessment for the site and the surrounding area associated with Stancliffe Hall'.</p>	
Site Allocation Policy SA6 – Land at Middleton Road, Wirksworth	
<p>The site includes former mine workings within several fields which may support small areas of Calaminarian grassland. The allocation site includes a small part of the local wildlife site Middlepeak Soil Heaps (DD451) that supports extensive area of Calaminrian grassland. Development immediately adjacent to this site could be detrimental through increased human disturbance as the habitats are sensitive to trampling.</p>	<p>It is considered appropriate to make reference to the relationship between the site and the local wildlife site. As such it is recommended that the third bullet point of the policy be amended to:</p> <ul style="list-style-type: none"> • <i>A comprehensive landscaping plan including the provision of a substantial landscape buffer should be established between the development and Local Wildlife Site DD451, which sits within the North-western boundary of the site</i>
<p>There needs to be a buffer between any development at</p>	<p>Furthermore it is also recommended that the following additional</p>

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<p>this site and the LWS and that if ecological surveys at the site record Calaminarian grassland or any other habitats of high value the design layout will need to address this through retention of key areas, mitigation or compensation.</p> <p>The boundary to be amended to exclude the LWS and the wording of the policy revised to ensure the principle of a suitable buffer is established.</p>	<p>wording be included in the supporting text after Paragraph 8.42 :</p> <p><i>The site includes former mine workings within several fields which support small areas of Calaminarian grassland. Local Wildlife Site (DD451) lies within and adjacent to the site for development. Appropriate mitigation measures, should be imposed to protect the local wildlife site and any other habitats of high value as far as possible from detrimental impacts.</i></p>
<p>Alternative sites are available that have not been correctly assessed nor considered. They are more suitable and deliverable, such as, Almark garage on West End, and Wash Green CSA61.</p>	<p>These sites were considered as part of the options and prioritisation assessment work undertaken in the preparation of the Derbyshire Dales Local Plan Pre Submission Draft and not considered to be suitable sites for allocation within the plan.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>No extensive public consultation to allocate the site for housing was undertaken prior to the consultation on the pre-submission Draft Plan. A development brief will be required for the site and further consultation with local residents.</p>	<p>This site is a long standing allocation, and has been brought forward from the Derbyshire Dales Local Plan adopted in 2005, this time with some housing provision to assist with meeting the overall housing requirements and delivering the employment land allocations aspects of the plan. The policy requires the submission of a layout and masterplan for the site, which will be subject to public consultation in due course.</p>

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	As such it is recommended that no change to the Local Plan be made as result of this key issue.
<p>The site requires extensive remedial action and assess overall safety in terms of potential new residents who will be living on the site.</p>	<p>The Derbyshire Dales Local Plan has to be read as a whole Policy SP1 seeks to ensure that communities are healthy and safe and the risks from potential hazards are minimised. Consequently as part of any application for planning permission on this site an assessment will need to be provided which considers the stability of the site and any contamination matters</p> <p>It is however recommended that an additional bullet point be added to this policy to address this issue;</p> <ul style="list-style-type: none"> • <i>The submission of a report that assesses any potential contamination on the site, and in the event that remedial works are required the extent of any mitigation measures to enable the site to be brought forward for mixed-use development.</i>
<p>Overall viability concerns for the Middleton Road Local Plan proposals have been expressed by the planning agents acting on behalf of the current landowner. Ground conditions are highly challenging and call into question the viability of 150 houses. 190 houses have been put forward as viable to offset expensive overheads of ground working. Clearly, more than 150 houses would be an even greater threat to visual and environmental impact.</p>	<p>The site was allocated for 150 units on the basis of work previously undertaken on the viability and deliverability of the site. Any increase in the numbers from the current allocation, and a reduction in the amount of employment land will need to be adequately justified in the context of the cost and values of development on the site. There is, however no detailed evidence been submitted that seeks to substantiate the increase in the numbers on the site at this time in terms of the overall viability of the site.</p>

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<p>Additional infrastructure costs associated with wider operations of the landowner will be incurred</p> <p>A demanding policy requiring phasing of residential and employment development compounds the viability</p> <p>Critically important and long established landscape features within the site effectively reduce the area of developable land.</p> <p>Feasibility design exercises and the long term non development of the site question the allocation of 4 hectares of employment use in this location</p>	<p>The Valuation Office Agency have been commissioned to undertake a review of the viability of the Local Plan. The outcomes of the research will be presented to this Committee at a later date.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>Landscape and Ecological Impact</p> <p>We strongly question the evidence base used by DDDC to determine the Middleton Road site in its entirety as previously developed land and request that this is provided.</p> <p>The definition of previously developed land in Annex 2: Glossary of the NPPF is far from applicable to significant parts of the area within the allocation boundary for Middleton Road.</p>	<p>It is acknowledged that some of the site does not meet the NPPF definition of Previously Developed Land. However the NPPF does not require that brownfield land is brought forward for development in advance of greenfield sites, rather it says in Paragraph 111 Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. In the context of this site much of the site that has regenerated itself over existing spoil, and cannot be assessed to be of high environmental quality.</p> <p>As such it is considered that there is no justification to exclude parts of the site from the allocation in the Derbyshire Dales Local Plan.</p>

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<p>The Local Plan contains a very narrow analysis or character description of the site. This is inappropriate given its extent, quality, variety and the consequential impact that development will have.</p> <p>There is no reference to a significant proportion being a thriving and environmentally beneficial greenfield landscape</p> <p>The area to the west of Old Lane demonstrates an historic field pattern with a number of mature trees along field lines</p> <p>The site exhibits classic ecological habitat for various inveterate species and plant species, including orchids. More certainty is needed in respect of environmental value and impact prior to any allocation.</p>	<p>The policy requires the submission of an ecological assessment which will identify what impact and any mitigation necessary in respect of nature conservation interests that may exist on the site.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>Support is offered from the principle of the policy and the development of the land for mixed uses. However there is no justification for phasing the residential and employment development concurrently. There is no evidence that this relationship is required to meet a planning objective.</p>	<p>Support welcomed</p> <p>The purpose of having a phasing policy for the site is to ensure that the employment elements of the allocation are delivered, otherwise it is likely that the residential element will be implemented, and no employment provision made on the site.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>Additional wording is required in terms of allowing retail</p>	<p>The site is allocated for mixed use of housing and employment</p>

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<p>unit (of up to 265m2 retail floorspace) on the site</p>	<p>development. It is feasible that some small scale retail development may be acceptable within the context of the overall masterplan of the site, however it is not considered necessary at this time to place a size limit within the policy.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>The policy is not transparent in setting out the historic environment considerations. An additional bullet point should be added to the policy as follows: 'Historic Environment Assessment to include archaeology and setting'.</p>	<p>Adjacent to the boundary of the site is a Scheduled Ancient Monument, and the site is situated abuts the Wirksworth Conservation Area – as such it acknowledged that the policy and supporting text should recognise these heritage assets.</p> <p>It is therefore recommended that Paragraph 8.42 be revised to include the following text:</p> <p><i>“in close proximity to the site and there is also a scheduled monument adjacent to the site boundary”</i></p> <p>Furthermore it is recommended that the following additional criteria be included in the policy SA6:</p> <ul style="list-style-type: none"> • <i>“The Submission of an Historic Environment Assessment which considers the impact of development on archaeology within and adjacent to the site and the setting of the Wirksworth Conservation Area and Bolehill Conservation Area.”</i>

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Site Allocation Policy SA7 – Land at Whitelea Nursery, Tansley	
The development of the site for housing would mean the loss of existing business.	<p>Whilst it is acknowledged that the development of the site would result in the loss of an existing business this has been taken into account in the assessment and prioritisation of the site undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
Locally the access has known difficulties and is poorly located to services and facilities.	<p>Access to the site and its relationship to the existing services and facilities in the village was considered as part of the assessment and prioritisation of the site undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft. Whilst the highways authority raised concerns about the lack of pavement an alternative more convenient route to the village from the site is available which it was considered did not necessitate having to strictly meet the highway authority concerns.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
Better located, alternative sites available within the village and towns , such as Land off Tansley House Gardens, and Asker Lane, Matlock	All known alternative sites, including these were assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft.

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	As such it is recommended that no change to the Local Plan be made as result of this key issue.
Paragraph 8.44	
Better demonstration of the sub area historic environment, including non-designated assets, is needed in order to make the document sound.	It is acknowledged that more information on the heritage environment could be included within the Sub Area Portraits – it is therefore recommended that amendments be made – these are set out in more detail below.
Support the prioritisation of large brownfield sites in Ashbourne. If all the greenfield sites were developed then Ashbourne would no longer be an attractive place for tourists to visit, which would affect the economy.	Support welcomed
Paragraph 8.45	
Should be amended to make reference to other designated heritage assets within the Ashbourne and Doveridge areas, which includes a number of listed buildings.	<p>It is acknowledged that more information can be incorporated within the Sub Area Spatial Portrait to address the comments made.</p> <p>It is recommended that Paragraph 8.45 be amended as follows:</p> <p>8.45 Ashbourne is known as the ‘Gateway to Dovedale’. It is an attractive historic town, with origins dating back to the medieval period. <i>Ashbourne is renowned as being one of the finest Georgian towns in England. Its prosperity during the 18th and early 19th centuries has left an architectural legacy of important buildings which now form such a distinctive characteristic of the town centre. The core</i></p>

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	<p><i>of the town is designated as a Conservation Area but also has other designated heritage assets including an unusually large number of listed buildings in recognition of its important and fine architectural heritage. In addition to the designated heritage assets there are many non-designated heritage assets contained within the Derbyshire Historic Environment Record, plus other assets yet to be identified (i.e. buildings, structures & features of local interest).</i> To the north-west of the town is some of the finest landscape in the County. The population of the town grew from 5579 in 1971 to 7664 in 2001. The town is well served by a good variety of services and facilities. As a market town it acts as a focus for public transport. There is also good public transport links to the main employment area on the former Ashbourne Airfield.</p>
<h3>Paragraph 8.50 & 8.51</h3>	
<p>Should be amended to make reference to other designated heritage assets within the Ashbourne and Doveridge areas, which includes a number of listed buildings.</p>	<p>It is acknowledged that more information can be incorporated within the Sub Area Spatial Portrait to address the comments made.</p> <p>It is recommended that Paragraph 8.50 be amended as follows:</p> <p>8.50 Doveridge is the second largest settlement in the Ashbourne Sub Area. It is situated approximately 3kms to the west of Uttoxeter (in Staffordshire). <i>There is no designated Conservation Area at Doveridge but it does include other designated heritage assets including listed buildings and a scheduled monument. In addition to the designated heritage assets there are many non-designated</i></p>

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	<p><i>heritage assets contained within the Derbyshire Historic Environment Record, plus other assets yet to be identified (i.e. buildings, structures & features of local interest).</i> Although its population grew in the 1960's by nearly 100%, it fell in the 1970's. The current level of 1452 is only 10% higher than it was in 1971 (ONS, 2001). The size of the village's population has however been sufficient to maintain the viability of all the key services. Whilst the village acts as a commuter village for Uttoxeter there are good public transport links. The growth of the settlement, in terms of achieving patterns of sustainable development, has been unbalanced. Whilst there are opportunities for new development within the village, the A50 Doveridge Bypass has, however, placed considerable pressure for new development outside of the village.</p> <p>8.51 Many of the villages within the Ashbourne rural hinterland have very small populations and very limited local access to services and facilities, without having to rely upon the motorcar. The strategy for the continued sustainability of these communities will need to focus on improving access to services and facilities because large scale development, as a means of improving the viability of local services and facilities is likely to have a significant impact upon the character and appearance of these villages. <i>Many of these villages are designated Conservation Areas but also have other designated heritage assets including listed buildings, scheduled monuments and registered historic parks and gardens. In addition to the designated heritage assets there are many non-designated</i></p>

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	<i>heritage assets contained within the Derbyshire Historic Environment Record, plus other assets yet to be identified (i.e. buildings, structures & features of local interest).</i>
Paragraph 8.53	
The allocation of 27 new dwellings in 8.53 is inadequate to achieve both aims over plan period. The housing supply to be provided needs to be increased.	<p>The recently commissioned objectively assessed needs study will provide evidence of future housing requirements, determine whether the housing provision identified is still sufficient to meet the housing needs of the area. The implications of which will be reported to a further meeting of this Committee.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
Paragraph 8.56	
The balance of proposed allocation in each sub area needs to be re-assessed. The environmental impacts of such large development proposed for Ashbourne needs to be taken into consideration.	<p>The basis for the distribution of housing within the Local Plan is based upon the evidence in the Development Approaches & Sub Area Strategies http://www.derbyshiredales.gov.uk/images/documents/D/Development_Approaches_and_Sub_Area_Strategies.pdf</p> <p>This considered the various constraints to development within each Sub Area of the plan area, and concluded that the distribution as set out in the Derbyshire Dales Local Plan Pre Submission Draft was the most appropriate.</p> <p>As part of the preparation of the Derbyshire Dales Local Plan Pre</p>

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	<p>Submission Draft a Sustainability Appraisal has been undertaken which considers each of the sites against a range of social, economic and environmental indicators. As such the environmental impacts have been taken into account.</p> <p>It is therefore recommended that no change to the Local Plan be made as result of this key issue.</p>
Paragraph 8.60	
<p>The allocation of 27 dwellings in Doveridge is not enough. The previous option of 50 dwellings would be more appropriate for Doveridge to maintain its status as a larger village and provide support for village services and infrastructure.</p>	<p>The Council has undertaken detailed consultation over a long period of time to determine the proposed future housing provision within the District and determined the distribution of housing amongst the towns and larger villages within Derbyshire Dales. However the Council has recently commissioned consultants the undertake the Governments requirement of assessing the Objectively Assessed Needs for the District, which will provide a more robust evidence base and determine whether the housing provision identified is still sufficient to meet the housing needs of the area. The implications of which will be reported to a further meeting of this Committee.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
Paragraph 8.62	
<p>Financial contributions will need to be in accordance with CIL regulations and this should be acknowledged within paragraph 8.62. Care must also be taken to make sure</p>	<p>At this time the District Council has not yet resolved to introduce a Community Infrastructure Levy, as acknowledged in Paragraph 9.12. Whether the financial contributions towards education are secured</p>

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<p>the contributions required are viable for developments, particularly affordable housing contributions.</p>	<p>through CIL or s106 Obligations they will take account of the impact they have upon the viability of development, either as part of the research on the introduction of CIL or on a site specific basis. The financial contributions or CIL Charge will be secured at the planning application stage – the purpose of Paragraph 8.62 is to highlight the fact that this issue will need to be taken into account in the overall development of the allocated site in Doveridge.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
Paragraph 8.63	
<p>Support is offered for the inclusion of paragraph 8.64 which explains that the proposed new housing in Doveridge falls within the 12 mile zone of influence of Cannock Chase SAC. We welcome the Council's commitment to work in partnership with other local authorities and support the delivery of the implementation plan which will prevent adverse effects on this European Site.</p>	<p>Support Welcomed</p>
Strategic Policy 13 – Ashbourne Sub Area	
<p>The decisions for housing land in Ashbourne were made as a result of a carefully considered, lengthy and democratic process, and we wish to clearly re-iterate our support for the draft plan which has emerged as a</p>	<p>Support Welcomed.</p>

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consequence.	
<p>The article on the Ashbourne paper attacking the Councils decisions on allocations in Ashbourne and peddling their own plans for 195 houses is a last ditch attempt by those with a vested interest to try and disproportionately influence the considered decisions of the Council.</p>	<p>The sites allocated within the Derbyshire Dales Local Plan were chosen following a very extensive selection process, and an inclusive democratic process. It is however legitimate for those opposing the sites allocated in the Local Plan to seek to influence the decision making process in whatever means they consider it is appropriate to do so, including the use of newspaper advertising.</p>
<p>Welcome the policy provision for the protection of historic character of Ashbourne and settlements within this policy. Additional text could be inserted into the spatial portrait of the sub area to provide a better demonstration of the sub areas historic environment.</p>	<p>It is acknowledged that more information can be incorporated within the Sub Area Spatial Portrait to address the comments made. The recommended changes set out above address this key issue.</p>
<p>Until the bypass is built and additional car parking provided in the town there should be no new housing in the town. Implications of 400 homes on infrastructure should be considered particularly schooling and doctor provision.</p>	<p>Whilst the need for a bypass for the town remains an issue it is unlikely to be brought forward during the plan period, given the amount of funding available, and competing schemes that are likely to provide better value for money. However not to provide housing within Ashbourne until the bypass is implemented is not an appropriate course of action, as the evidence suggests that there is a need for additional housing over the plan period, and it will result in significant housing pressure in the town, increasing house prices, and more people not being able to afford housing as house price rises exceed incomes.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>

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Objection policy unsound not justified, effective or positively prepared, doesn't provide sufficient housing to meet objectively assessed housing need. Policy should make provision for additional land at Ashbourne.	<p>The recently commissioned objective assessment of need will address the comments made, and will be subject to a further report to this Committee.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
Policy omits reference to the development needs of Doveridge. Wording amendment additional bullet point needed stating "supporting development in Doveridge which creates sustainable employment and housing opportunities."	<p>Policy SP13 aims to set out the strategic aims and aspirations for the Ashbourne Sub Area. Accordingly it is worded to apply to the entire Sub Area and not be overly prescriptive in terms of individual settlements within the area. The first and second bullet points of the policy relating to housing and employment apply equally across the Sub Area.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
Request to ignore the approaches and newspaper articles promoting alternative sites in Ashbourne and remain true to the agreed allocation of housing land in Ashbourne which was agreed for the benefit of those currently living in the town and prospective new inhabitants and not for the financial gain of developers.	<p>The sites allocated within the Derbyshire Dales Local Plan were chosen following a very extensive selection process, and an inclusive democratic process. It is however legitimate for those opposing the sites allocated in the Local Plan to seek to influence the decision making process in whatever means they consider it is appropriate to do so, including the use of newspaper advertising.</p>
Site Allocation SA8 – Land at Ashbourne Airfield, Ashbourne	

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<p>The article in the Ashbourne Telegraph to promote 195 homes on greenfield land is a last ditch attempt from those with a vested interest to disproportionately influence the considered decisions of the Council. The article is motivated purely by a desire for financial gain.</p>	<p>The sites allocated within the Derbyshire Dales Local Plan were chosen following a very extensive selection process, and an inclusive democratic process. It is however legitimate for those opposing the sites allocated in the Local Plan to seek to influence the decision making process in whatever means they consider it is appropriate to do so, including the use of newspaper advertising.</p>
<p>The decisions for housing land allocations in Ashbourne were made as a result of a carefully considered, lengthy and democratic process and should be supported. The allocation of the airfield and the Plan is sound.</p>	<p>Support Welcomed</p>
<p>Support the requirement for a buffer to Bradley Wood, development should enhance the woodland and ecological network through the establishment of links to habitats to the east and the creation of open space within the site.</p>	<p>Support Welcomed</p>
<p>Development could adversely impact on Bradley Wood due to increased recreational use, noise and light pollution, increased predation on birds and small mammals from domestic cats and increased prevalence of non-native and invasive plant species (garden escapes). A substantial buffer would help reduce adverse effects and provide additional habitat creation/enhancement opportunities.</p>	<p>The policy requires the submission of an ecological assessment as a means of identifying the impact upon identified nature conservation interests and is to be used in the determination of any planning application. The comments made for this key issue identify some of the issues on the site, which if are correct would be subject to identification and consideration as part the determination of any planning application on the site. Furthermore the policy requires the provision of a buffer to Bradley Wood, to ensure that the nature conservation interests are protected.</p>

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Key Issue	Officer Comment and Recommendation
Bradley Wood is a significant environmental asset and in due course Derbyshire Wildlife Trust would like it designated as a Local Nature Reserve.	Whilst it is acknowledged that Bradley Wood is of importance to nature conservation the Local Plan process is not the statutory route for its designation as an LNR.
Development of SA8 may lead to potential impacts on ground nesting birds such as skylark and lapwing (UK BAP Priority species). If these birds are displaced suitable compensatory habitat should be provided.	The policy requires the submission of an ecological assessment as a means of identifying the impact upon identified nature conservation interests and is to be used in the determination of any planning application. The comments made for this key issue identify some of the issues on the site, which if are correct would be subject to identification and consideration as part the determination of any planning application on the site.
The size of the proposed allocation being a staggering 109 ha is not justified. Being so far out of Ashbourne, distant from essential facilities and services, it is not in a sustainable location for housing. Moreover, existing industry and new housing are incompatible.	<p>The sites allocated within the Derbyshire Dales Local Plan were chosen following a very extensive selection process, where matters such as access to services and facilities, and public transport were taken into account. Mixed-Use developments of employment and housing can exist side by side, providing appropriate buffers are in place – the policy seeks to ensure that this occurs.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
Less than 6 ha of the 109 ha site is within Ashbourne Parish and almost 63 ha in Osmaston & Yeldersley Parish and approximately 41 ha are in Bradley Parish. To locate such a large development on the edge of a rural parish is unacceptable, illogical and not justified.	<p>Whilst large parts of the site sit outside of the parish of Ashbourne, nevertheless, it does not preclude land in such a location being allocated for housing to meet the needs of the Ashbourne and the wider Sub Area.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>

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Key Issue	Officer Comment and Recommendation
<p>Better located, more sustainable sites are available within the town, including ASH3, the site recommended by the Planning Officers following detailed objective assessments of all the possible alternatives. ASH3 should be reinstated as an allocation for housing.</p>	<p>All known alternative sites have been assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft including AHS3, when it was resolved not to include it within the Derbyshire Dales Local Plan Pre Submission Draft..</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>Development of SA8 will add more traffic and congestion to the A52 which is already dangerous.</p>	<p>The strategic traffic and transport implications of the housing options were considered as part of the assessment and prioritisation process, and no significant concerns were raised sufficient to warrant not allocating the site.</p>
<p>The Airfield is not suited for development; it is distant from the town centre, medical facilities and shopping. The site is situated away from leisure facilities and schools and every journey generated will almost certainly be made by car. The allocation will discourage walking and cycling and lead to an increased number of journeys by car, clogging up an already congested town centre. The site is not sustainable.</p>	<p>The sites allocated within the Derbyshire Dales Local Plan were chosen following a very extensive selection process, where matters such as access to services and facilities, and public transport were taken into account. The policy requires provision for public transport, cycle and pedestrian routes to the town centre.</p>
<p>The airfield is currently mostly used as agricultural land and to destroy this would destroy a lot of the town's natural beauty and environment for wildlife.</p>	<p>Whilst there are parts of the site that could be considered as greenfield, across the whole site there is a significant element of previously developed land, much more so than other alternative sites, which were</p>

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Key Issue	Officer Comment and Recommendation
	<p>almost all wholly greenfield sites.</p> <p>The policy also requires the submission of an ecological assessment as a means of identifying the impact upon identified nature conservation interests and is to be used in the determination of any planning application.</p>
<p>ASH3 should be allocated rather than ASH1, it is closer to the town and within walking distance, and would keep planning closer to the town centre so that local retailers enjoy extra business.</p>	<p>All known alternative sites have been assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft including AHS3, when it was resolved not to include it within the Derbyshire Dales Local Plan Pre Submission Draft..</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>The site has been erroneously described as a brownfield site, it is incorrect, for many years the site has produced a range of crops and continues to be valuable arable land.</p>	<p>Whilst there are parts of the site that could be considered as greenfield, across the whole site there is a significant element of previously developed land, much more so than other alternative sites, which were almost all wholly greenfield sites.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>Issues of noise, smell and disturbance from the current industrial estate are already a challenge for both the Local Authority and Environment Agency, allowing the construction of residential properties in such proximity to</p>	<p>The policy requires that development on the site shall have regard to the proximity of existing uses and the need to ensure adequate environmental safeguarding. This will seek to ensure that there is an adequate buffer between the existing controlled uses and any new</p>

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Key Issue	Officer Comment and Recommendation
<p>the estate is inappropriate and will inevitably lead to further complaints and problems for future residents. Residential development in proximity Moy Park and Vital Earth is irresponsible.</p>	<p>residential development, and such that it meets the guidelines for distance separation from the Environment Agency.</p>
<p>SA8 is a sprawling extension to the footprint of Ashbourne into its rural surroundings, the need for new housing can be met within the existing town boundary, with smaller and more appropriately scaled development such as ASH3 slotted around existing housing. ASH3 is an appropriate location, together with a new community woodland and fitness trail, allotments, two equipped children's play areas and picnic areas.</p>	<p>All known alternative sites have been assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft including AHS3, when it was resolved not to include it within the Derbyshire Dales Local Plan Pre Submission Draft..</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>Issues of drainage and watercourses within the site and surrounding area have not been adequately considered. Concerns expressed about pollution from the site and water runoff.</p>	<p>The policy requires that a flood risk assessment is undertaken and the provision of surface water controls (including SuDs) – the implementation of such features will not exacerbate the surface water from the site and cause problems elsewhere in the vicinity of the site.</p>
<p>Lady Hole Lane cannot cope with the increase in traffic that new development will generate. The road has blind bends, is substandard and dangerous.</p>	<p>The detailed access arrangements for the site are yet to considered, and ultimately this will be considered as part of the Transport Assessment that is required to be submitted as part of then planning application for the site. It is however anticipated that there will not be any access on Lady Hole Lane.</p>
<p>Land at Ashbourne airfield should be preserved for future economic development, education resources, green energy production for Ashbourne and other eco-</p>	<p>Part of the allocation will involve the provision of employment land, which could include eco-businesses - however given the scale of allocation it is unlikely to be able to accommodate the other uses on the</p>

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Key Issue	Officer Comment and Recommendation
<p>technologies. The airfield site is the only one able to accommodate development of this nature and scale. The Neighbourhood Plan group have initiated the preparation of a project to consider attracting inward investment and associated quality employment opportunities to the town.</p>	<p>site.</p>
<p>The land is better suited for industrial development and expansion with another linked access beyond Snipesmoor Lane. This would create more employment with revenue for local shops and taxes for our Councils</p>	<p>Part of the allocation will provide employment land, and link to the existing employment land off Blenheim Road, however given the scale of need in Ashbourne it is unlikely that the whole site could be brought forward viably wholly for employment development.</p>
<p>Smaller sites within Ashbourne are more appropriate for housing development and more likely to promote walking and cycling, use of public transport and integrate better into the town. Sites at ASH3 (Willow Meadow Farm and Hillside Farm) should be supported.</p>	<p>All known alternative sites have been assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft including AHS3, when it was resolved not to include it within the Derbyshire Dales Local Plan Pre Submission Draft..</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>
<p>Development will lead to additional traffic through the Hole in the Wall, leading to concerns and potential damage for Bradley residents. Special measures should be considered by highways to protect the area and property.</p>	<p>The detailed access arrangements for the site are yet to considered, and ultimately this will be considered as part of the Transport Assessment that is required to be submitted as part of then planning application for the site. Any significant traffic and transport impacts upon Bradley will require mitigation measure to be put in place.</p>
<p>The site is not brownfield land; it consists of good quality farmland intersected by a couple of concrete strips. The airfield is the last surviving remnant of RAF Ashbourne and a memorial to the world war and should be protected</p>	<p>Whilst there are parts of the site that could be considered as greenfield, across the whole site there is a significant element of previously developed land, much more so than other alternative sites, which were almost all greenfield sites.</p>

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Key Issue	Officer Comment and Recommendation
as valuable military heritage for the future.	As such it is recommended that no change to the Local Plan be made as result of this key issue.
The Airfield site should be allocated solely for employment and industrial development, which will be essential to the town's growth in the future. The site could accommodate industrial and commercial development without spoiling the scenic approach to the town. Any housing development on the airfield would be compromised by existing industry, have little character of typography and less appeal to potential home owners. It is unsustainable to waste such a valuable potential commercial site as the 'Airfield' on residential housing when a much more obvious and suitable site exists and is readily available (ASH3).	All known alternative sites have been assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft including AHS3, when it was resolved not to include it within the Derbyshire Dales Local Plan Pre Submission Draft.. As such it is recommended that no change to the Local Plan be made as result of this key issue
Support allocation of SA8 for mixed use development and agree that allocation would improve the environmental quality of the area and provide local employment opportunities.	Support Welcomed
Promotion of ASH3 in the paper is an insult to all the hard work of the planning committee over the last few years and not worthy of consideration as a viable site in preference to ASH1 and ASH4. The decisions for housing land allocations were made as a result of a carefully considered, lengthy, and democratic process and support for the plan that has emerged as a	Support Welcomed

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Key Issue	Officer Comment and Recommendation
consequence. ASH1 is only viable option for development.	
Bradley residents unaware of 2012 consultation process despite the parish being significantly affected by SA8. The preparation process has been influenced by local pressure groups and outlying areas not represented.	Bradley Parish Council have been advised of all the consultation events associated with the preparation of the Derbyshire Dales Local Plan, and provided with every opportunity to engage in the process. As the preparation process is subject to public consultation all interested parties have the opportunity to make comments and seek to influence the outcome of the process.
The prioritisation process and identification of allocated sites is flawed, the re-prioritisation of the Officer Recommendations Amended ASH1 from 2 to 1 and ASH3 from 1 to 3. This seemed utterly at odds with the evidence, and again was unduly influenced by what can only be described as NIMBYs effected by ASH3 proposal.	The purpose of the prioritisation process was to identify how each of the various options sites performed against a number of technical consideration, and did not give any weight to the comments and representations received during the public consultation process. During the consideration of each site at the LPAC Members were given the opportunity to take account of the technical assessment and give their own weight to the representations received, as part of the democratic process.
The proposed size of the development and (given the large area) the potential for future expansion of the development is excessive and will alter the character of the area forever.	It is acknowledged that the character and appearance of the area will be affected by this proposal, however given the scale of development required in the area, inevitably there would be an impact upon the character and appearance of the area wherever development took place in the town. It was considered during the assessment and prioritisation process that the impact on the character and appearance would be less on this site than on others in the town.
The proposed 367 homes at Ashbourne Airfield represents development in a physically unsustainable location with high visual impacts.	It is acknowledged that the character and appearance of the area will be affected by this proposal, however given the scale of development required in the area, inevitably there would be an impact upon the

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Key Issue	Officer Comment and Recommendation
	character and appearance of the area wherever development took place in the town. It was considered during the assessment and prioritisation process that the impact on the character and appearance would be less on this site than on others in the town
SA8 to be deleted as it is not a sustainable location for new development. Suggested redistribution of the proposed housing allocations in the Ashbourne Sub Area through an increase in the level of provision to Doveridge to enable the provision of at least 20% of the overall sub area housing total.	An increase such that 20% of the sub area provision would result in an allocation of approx. 90 units to the village of Doveridge, which could have an adverse impact upon the character and appearance of that village.
Development will result in the loss of one of the best places to fly radio control model aircraft, will the council be relocating the club to an equally suitable site?	This will be a matter for the land owners to determine, and not the Council.
Recent Planning Inspector refused the expansion of the airfield industrial estate onto part of this proposed allocation site (Appeal Ref: 2137949, 6th April 2011), raising serious concern over the impact on the countryside, identifying that the land was used to grow crops and concluding that the area was indeed a Greenfield site. "The appeal site is surrounded by fields growing crops and there is a designated public footpath running directly along one side of it. It clearly projects into open countryside beyond the built up area of the industrial estate. While the area beyond the developed edge of the estate might not be of the highest quality landscape value and might not have a truly rural feel, it is	Whilst there are parts of the site that could be considered as greenfield, across the whole site there is a significant element of previously developed land, much more so than other alternative sites, which were almost all greenfield sites.

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Key Issue	Officer Comment and Recommendation
<p>still pleasant agricultural countryside of level fields growing crops. Even if the former runways are still present they are not particularly evident unless immediately adjacent to one of them. Furthermore, there are occasional low linear bunds which prevent views of some of the hard surfaced former runway areas and help to promote a sense of largely undeveloped open space.”</p>	
<p>An independent evaluation of the proposed allocations and alternatives has been undertaken using the same methodology applied in the “Derbyshire Dales Development Approaches and Sub Area Strategies Paper – Sustainability Appraisal and Habitats Regulations Assessment” assessing the sites impact on economic development, town centre, tourism, pollution, protection of habitats, biodiversity, minimising energy use, heritage, landscape, flood risk, minimising car journeys, improving health, employment, safety, housing need and recreation. Of the four sites the results of the comparative assessment show the former airfield would give rise to the most negative impact on sustainability, conversely ASH2 Old Derby Road scores highest against the criteria being accessible to and offering excellent opportunities to integrate with the existing community.</p>	<p>Alternative assessments undertaken by those advocating sites inevitably will demonstrate that the Council’s approach is flawed and that alternative sites are more preferable. This is the reason why Local Plans are subject to independent examination to enable an Inspector to come to a conclusion on what are the most appropriate policies and proposals for inclusion in the plan.</p>
<p>Deliverability and viability of the former airfield is questionable due to multiple ownerships and requirement for significant investment in infrastructure to bring the</p>	<p>There is a development agreement in place between all the landowners to facilitate the site being brought forward. As such it is not considered that there are any landowner barriers to the development of the site.</p>

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Key Issue	Officer Comment and Recommendation
<p>development forward. In LPAC report November 2012 the airfield site was not considered as being able to deliver any housing within the next five years. Deliverability and viability issues results in a very high risk strategy for the plan, which offers no alternative, limited choice and no flexibility should issues arise with bringing SA8 forward.</p>	<p>Furthermore the Valuation Office Agency have been commissioned to undertake a review of the viability of the Local Plan, and this will provide advice about the viability of this site.</p>
<p>In the reports of November 2012 ASH2 (Land at Old Derby Road) was identified as Priority 1 and the most sustainable site for development and the airfield as less suitable Priority 2, Members overturned this priority scoring moving the airfield to priority 1 without evidence to support this direction change and confirm deliverability. The identification of the airfield as an allocation was not made on a robust or clear evidence base, therefore the allocation is not justified or sound.</p>	<p>The purpose of the prioritisation process was to identify how each of the various options sites performed against a number of technical considerations, and did not give any weight to the comments and representations received during the public consultation process. During the consideration of each site at the LPAC Members were given the opportunity to take account of the technical assessment and give their own weight to the representations received, as part of the democratic process</p>
<p>Deletion of reference on Map 27 referring to Policy SA8 and reduction of area to reflect reference only to employment allocation DM10.</p>	<p>This key issue effectively suggests the deletion of the residential allocation on the site, and maintaining a small employment allocation. However this is not considered to be an appropriate suggestion as it would be unlikely to be viable given the costs of having to service the site, and put in the second access to the industrial estate from the A52.</p>
<p>Proposed wording of new site allocation policy: NEW Site Allocation Policy SA8 – Land at Old Derby Road, Ashbourne; “Planning permission will be granted for residential development of land at Old Derby Road, Ashbourne as defined on the Proposals Map for a</p>	<p>All known alternative sites, including this one was assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft.</p> <p>As such it is recommended that no change to the Local Plan be made</p>

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Key Issue	Officer Comment and Recommendation
<p>Maximum of 215 dwellings subject to compliance with the Adopted Local Plan policies and subject to:</p> <ul style="list-style-type: none"> • A comprehensive layout for the development • Transport Assessment including full highways design to demonstrate the provision of a safe access • The required proportion of affordable housing • The provision of an appropriate mix of housing types to meet the needs of the community • Flood Risk Assessment, including surface water control measures via the use of SuDS. • Ecological Assessment • Developer contributions towards the provision of necessary infrastructure, education services and other community services including open space • Design reflecting the Landscape Character Supplementary Planning Document Proposed New Map – to show area identified on attached Masterplan for Old Derby Road” 	<p>as result of this key issue.</p>
<p>A number of more suitable sites available in Ashbourne that can make an immediate contribution towards meeting the housing requirements. A larger area of land at Hillside Farm should be allocated for housing as it is the most suitable and sustainable location for development in Ashbourne.</p>	<p>All known alternative sites, including this one was assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue.</p>

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Key Issue	Officer Comment and Recommendation
<p>This policy allocates both employment and dwellings at this site. This is a former airfield developed in 1942 for use in the Second World War. Given this interest, the site should be recorded as a non-designated heritage asset. We consider that a further bullet point should therefore be included to say: "Archaeological assessment and recording, prior to development." Without such a reference we consider that the policy is unsound in terms of being effective in protecting historic environment attributes.</p>	<p>Given the historical context of the site it is recommended that the following additional bullet point be included within the policy:</p> <ul style="list-style-type: none"> • <i>"The submission of an archaeological assessment, prior to the commencement of development, which makes adequate provision for the recording of archaeological features."</i>
<p>The area encapsulated by the policy is much wider than necessary to deliver the development proposed. The policy also seeks to address the whole site as previously developed land with a presumption that development within its whole curtilage would be appropriate. The definition of previously developed land in the Framework is clear that it "should not be assumed that the whole curtilage should be developed" and a predecessor to the Framework, PPG3 Housing, 2000 specifically noted that when redeveloping airfield sites, there should not be a presumption that the whole site should be developed, to the curtilage edge, but that a judgement about site layout and context be made bearing in mind other planning considerations. As drafted the policy is considered unsound as it is not justified.</p>	<p>The boundary of the site was drawn around the whole site to provide flexibility for the developers to determine which areas of the site should come forward to meet the overall limit of development on the site of 367 dwellings. No more land than is required to deliver the allocated 367 dwellings would be released during the plan period.</p>

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Key Issue	Officer Comment and Recommendation
The 'Brownfield versus Greenfield' argument has already been played out many times in the consultation process. The airfield is 'previously developed land'. For the record, the parts of the site given over to growing are toward the East of the site, which is more likely to remain as a natural 'buffer zone'.	Whilst there are parts of the site that could be considered as greenfield, across the whole site there is a significant element of previously developed land, much more so than other alternative sites, which were almost all greenfield sites.
The size of the airfield site will enable new wildlife habitats to be created, mitigation for flood risk to be comprehensively incorporated, pedestrian and cycle links to be considered.	It is anticipated that these features will be incorporated into the layout of the site, as they are significant requirements of the policy.
Regards the sustainability issue of the airfield the policy identifies the need for local facilities. The population increase created by the new homes would necessitate more neighbourhood facilities as the town is already overstretched, and the airfield is the only site with the room to accommodate these. Further, the distance of the Western end of the airfield - clearly the obvious choice for development - from the town is only a few minutes' walk more than ASH3, and avoids the very steep and dangerous Old Derby Hill.	It is anticipated that these features will be incorporated into the layout of the site, as they are significant requirements of the policy.
SA8 gives the ONLY opportunity for a mixed-use site as encouraged by the core principles of the NPPF.	Support Welcomed
The arguments promoting ASH3 in the paper are biased and unrepresentative. The matter has been debated for over a year in the Council's public consultation and it is clear that the airfield site is by far the best option for	The sites allocated within the Derbyshire Dales Local Plan were chosen following a very extensive selection process, and an inclusive democratic process. It is however legitimate for those opposing the sites allocated in the Local Plan to seek to influence the decision

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Key Issue	Officer Comment and Recommendation
housing, as reflected in the council's own draft plan.	making process in whatever means they consider it is appropriate to do so, including the use of newspaper advertising.
Objection to any new development within Ashbourne, it doesn't have the facilities or infrastructure to support additional development.	Ashbourne is one of three market towns in the plan area, where there is the whole range of services and facilities available to local residents, without the need to need to be reliant upon the car to access them. Given that there is a need for housing growth over the lifetime of the plan, it is wholly appropriate that new development is brought forward in the town.
There is a garage at the top of Derby Road and a shop on Springfield Road that could serve the new airfield development and would be within a 10 minute walk.	Whilst it is likely that some limited services and facilities will be provided on site for residents and employees on the industrial estate the availability of alternatives close by will provide choice, and competition.
Brownfield sites should be developed first and it is the better choice than any alternatives in the town. Request that Derbyshire Dales District Council remain true to the outcomes of the consultation process and decisions of the Local Plan Advisory Committee and adhere to the decision to allocate and develop the Airfield as the only priority development. To change that decision at this stage would simply help perpetuate the cynical view of many members of the electorate that consultation procedures are a waste of time.	Support Welcomed

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Key Issue	Officer Comment and Recommendation
Site Allocation Policy SA9 – Land at Hillside Farm (North), Ashbourne	
The site is considered as great landscape value and is one of the only areas of green space directly within the town, thus helping maintaining Ashbourne semi- rural character. There is potential visual harm of nearby heritage assets and the setting of the conservation area.	Whilst it is acknowledged that this site is a greenfield site it is only a small part of a wider landscape, and its impact upon the landscape would be taken into account, as is required by the policy in the determination of any planning application on the site.
Additional wording is required , a further bullet point should be included to say ‘Historic Environment Assessment and reference to the setting of listed buildings should be made in paragraph 8.69	Given the historical context of the site it is recommended that the following additional bullet point be included within the policy : <ul style="list-style-type: none"> • <i>“The submission of an Historic Environment Assessment which sets out the impact of the proposed development on the setting of the Ashbourne Conservation Area.”</i>
Site Allocation Policy SA10 – Land at Hillside Farm (South/West)	
Whilst development in this area does not threaten any designated nature conservation sites, there are habitats and species of value including mature trees, hedgerows and protected species. It is essential that development in this area retains sufficient habitat for protected species known to occupy locally and that trees and wherever possible hedgerows are retained. The provision of open green space, wildlife corridors and semi-natural habitats would also help offset impacts.	The policy requires the submission of an ecological assessment as a means of identifying the impact upon identified nature conservation interests and is to be used in the determination of any planning application. The comments made for this key issue identify some of the issues on the site, which if are correct would be subject to identification and consideration as part the determination of any planning application on the site.

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Key Issue	Officer Comment and Recommendation
<p>Nonetheless we are very concerned that the cumulative impact of development at SA9 and SA10 as well as possibly land immediately adjoining SA10 to the east (not allocated by the Council) will have a significant detrimental impact upon protected species.</p>	
<p>There are access difficulties to and from the site, particularly by walking for many users and therefore not a sustainable site for development.</p>	<p>The site has been through an assessment and prioritisation process for housing allocation including consideration of the traffic and transportation issues associated with development on this sloping site. Derbyshire County Council, whilst acknowledging the site as being sloping did not consider it was sufficient to warrant not being allocated for residential development.</p>
<p>The access road to the site is very steep and impassable in severe weather conditions, such as snow and ice.</p>	<p>The site has been through an assessment and prioritisation process for housing allocation including consideration of the traffic and transportation issues associated with development on this sloping site. Derbyshire County Council, whilst acknowledging the site as being sloping did not consider it was sufficient to warrant not being allocated for residential development.</p>
<p>Only the location of the sites has been recognised for claims that it offers sustainability. The nature of the site has been ignored. The site sits on two very steep sided slopes towards both its west and southern boundaries</p>	<p>The site has been through an assessment and prioritisation process for housing allocation including consideration of the traffic and transportation issues associated with development on this sloping site. Derbyshire County Council, whilst acknowledging the site as being sloping did not consider it was sufficient to warrant not being allocated for residential development.</p>

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Key Issue	Officer Comment and Recommendation
There are alternative sites available such as the Airfield, which should accommodate all of the required housing in the Town.	Comment Noted. The site has been through an assessment process for housing allocation and has been scored and identified as a priority site. The Airfield Site has also been identified as a priority site for development.
Prior consultation of the site concluded it received the most opposition to development in Ashbourne, was given a lower priority by the Council than any other site in Ashbourne and the least viable for development	The purpose of the prioritisation process was to identify how each of the various options sites performed against a number of technical considerations, and did not give any weight to the comments and representations received during the public consultation process. During the consideration of each site at the LPAC Members were given the opportunity to take account of the technical assessment and give their own weight to the representations received, as part of the democratic process.
The issue of splitting the site had not been considered as part of the public consultation, if it had, people might have had very different views to its development.	The site was subject to public consultation, as part of the Housing Options in 2012 albeit as part of a wider area, and comments made on the wider site were taken into consideration in the allocation of this smaller part of the site.
The allocation and process undertaken by the Council to put forward the site for housing development in the Local Plan is not legally compliant due to the lack of public consultation on the site	The site was subject to public consultation, as part of the Housing Options in 2012 albeit as part of a wider area, and comments made on the wider site were taken into consideration in the allocation of this smaller part of the site.
There are infrastructure issues concerning further development and the capacity at the local secondary school.	Discussions are on-going with the school and Derbyshire County Council about the impact of development on the schools in the town, and what solutions are required to enable them to accommodate any pupils generated by any new growth in the town.
Support if offered for the allocation as it is well related to Ashbourne Town Centre and all main facilities and	Support welcomed

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Key Issue	Officer Comment and Recommendation
services	
Site Allocation Policy SA11 – Land at Cavendish Cottage/Marston Lane, Doveridge	
There are other more suitable sites available within Doveridge that are more sustainable locations, such as land off Cavendish Drive.	All known alternative sites within Doveridge were assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft.
The development of this site will result in noise impacts on new residents to the village, given the proximity to the A50	The NPPF states that new developments should be prevented from being put at unacceptable risk from noise A noise impact assessment will be a requirement of any planning application and any mitigation measures put in place on the site to deliver noise attenuation for the neighbouring properties.
The site is currently used as a camping site and, development will result in the loss of this recreational valued site.	Whilst the site does have the benefit of an existing use, it is a commercial use, and as such would not involve the loss of any recreational land.
There are other more suitable sites available within the village such as DOV1 off Bakers lane or DOV 3	Comment Noted. The site has been through an assessment process hour housing allocation and has been scored and identified as a priority site. All the sites considered for housing allocation have been considered through formal consultation process
Natural England supports the inclusion of paragraph 8.64 which explains that the proposed housing in Doveridge falls within 12 mile zone of influence of Cannock Chase SAC.	Support Welcomed

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Key Issue	Officer Comment and Recommendation
<p>The small scale housing allocation in Doveridge is not justified as there will be little chance of obtaining and deliver a reasonable package of planning obligations for the benefit of the wider community, that a larger site would bring.</p>	<p>The overall level of provision for the village identified in the Derbyshire Dales Local Plan Pre Submission Draft takes account of a number of factors, including the overall level of provision, the distribution to the Ashbourne Sub Area, the strategic aim of seeking to encourage more development in the Market Towns than the Larger Villages and the availability and prioritisation of sites, as well comments made during the consultation on the housing options.</p> <p>Whilst a larger scale of development within the village could provide additional benefits to the community, and larger sites were included within the original housing options, taking all the above factors into account, it was resolved that the scale of allocation in Doveridge should be set at 27 dwellings.</p>
<p>Support offered for selecting a site in sustainable location, being well linked to existing residential areas and the village centre of Doveridge. The developer and is currently undertaking a high level viability assessment to ensure the development is viable and deliverable.</p>	<p>Support Welcomed</p>
<p>With reference to the 8th bullet point, the village is in great need of a car park and public toilets.</p>	<p>Support Welcomed</p>

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Key Issue

Officer Comment and Recommendation

Paragraph 8.79

Sub Area Spatial portrait doesn't contain enough discussion on the historic environment attributes of the area. These assets of the Dales are exceptional and fundamental to local distinctiveness. Better demonstration of the sub areas historic environment (including non-designated assets) is needed to ensure soundness. Consider that supporting text should be amended to make reference to other designated heritage assets within these settlement, which includes a number of listed buildings and conservation area designations

Should be amended to make reference to other designated heritage assets within the Southern Parishes Sub Area, which includes a number of listed buildings.

It is acknowledged that more information can be incorporated within the Sub Area Spatial Portrait to address the comments made.

It is therefore recommended that Paragraph 8.79 be amended as follows:

8.79 Brailsford straddles the A52 which links Ashbourne with Derby. The older parts of the village lie alongside the A52, more modern growth has taken place to the north of the A52 and east of Luke Lane. ***Part of the village is designated as a Conservation Area but also has other designated heritage assets including listed buildings and a scheduled monument. In addition to the designated heritage assets there are many non-designated heritage assets contained within the Derbyshire Historic Environment Record, plus other assets yet to be identified (i.e. buildings, structures & features of local interest).*** The population of Brailsford has grown from 668 in 1961 to 938 in 2001. The village is served by a range of facilities including a school and village hall. The school is, however, at capacity and the buildings that it occupies are inadequate. Although a site has been safeguarded for its replacement on Luke Lane for a number of years it has yet to be brought forward by Derbyshire County Council as Local Education Authority.

Chapter 8- Sub Area Strategies

Key Issue

Officer Comment and Recommendation

Strategic Policy 14 – Southern Parishes Sub Area

Plan should be amended to refer to only the number of houses needed in Brailsford to meet the Derbyshire Dales District Council target and should be decoupled from the County's requirement to supply a new school.

The residual requirement for the Southern Parishes Sub Area as identified in the Derbyshire Dales Local Plan Pre Submission Draft is only 7 units, and for this overall level of provision would not be usually the subject of an allocation, rather it would likely to come forward through windfall development. However given the need for a replacement school within the village and the lack of funds for the County Council, as Education Authority to bring forward such a scheme it was considered that in this instance bringing forward the minimum amount of development necessary to provide for a new school was the most appropriate strategy for the area. If development on the scale proposed was not brought forward within the village no replacement school would be provided.

As such it is recommended that no change to the Local Plan be made as result of this key issue

Need to clearly state development should comply with Strategic Objectives of the Plan and in particular provide usable, safe public open space.

Any new development, including that within the Southern Parishes Sub Area, will need to provide, in accordance with the requirements of Policies SP10 and DM21 and where appropriate to do so public open space.

As such it is recommended that no change to the Local Plan be made as result of this key issue.

Chapter 8- Sub Area Strategies

Key Issue	Officer Comment and Recommendation
<p>Supply of a new school should not be driving the contents of the Local Plan.</p>	<p>The residual requirement for the Southern Parishes Sub Area as identified in the Derbyshire Dales Local Plan Pre Submission Draft is only 7 units, and for this overall level of provision would not be usually the subject of an allocation, rather it would likely to come forward through windfall development. However given the need for a replacement school within the village and the lack of funds for the County Council, as Education Authority to bring forward such a scheme it was considered that in this instance bringing forward the minimum amount of development necessary to provide for a new school was the most appropriate strategy for the area. If development on the scale proposed was not brought forward within the village no replacement school would be provided.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>Policy aim of supporting development within the Sub Area, including Brailsford is supported as the larger villages are sustainable and suitable settlements that can play an important role in serving and supporting their surrounding rural areas.</p>	<p>Support Welcomed</p>
<p>The policy's intention to support enhancements to key community services including the delivery of a suitable replacement for Brailsford Primary School is supported.</p>	<p>Support Welcomed.</p>

Chapter 8- Sub Area Strategies

Key Issue

Officer Comment and Recommendation

Paragraph 8.88

Concerns raised in respect of the proposed development at Brailsford, such as loss of children's playing field; infrastructure to support the development (including GP surgeries); highways issues; lack of public transport; drainage issues within the village; detrimental impact upon the local community and character of the village of Brailsford.

The views of local residents have not been taken into consideration when planning for the allocation of 50 new homes. The planned new school should be provided by the education authority through need for existing local villagers, not through developers to be provided for new families moving into the village. At the previous local plan enquiry, the Inspector said it is not Brailsford's responsibility to provide a school.

Brownfield sites should be considered for housing not greenfield sites, particularly children's playing fields.

Throughout the consultation on the housing options and the Derbyshire Dales Local Plan Pre Submission Draft concerns have been raised about the potential loss of the recreational area situated on The Plain. However the site is situated within the Settlement Framework Boundary of Brailsford and, in making assumptions about the amount of development likely to come forward within the Settlement Framework Boundaries across the plan area it had been assumed that up to 25 units may come forward on the this site

The site has never been allocated within the Local Plan, and it is now understood that following the consultation on the Derbyshire Dales Local Plan Pre Submission Draft and that undertaken by Miller Homes, the development proposals required to enable the delivery of the replacement school, but at this time forms no part of the proposals.

Chapter 8- Sub Area Strategies	
Key Issue	Officer Comment and Recommendation
Site Allocation Policy 12 – Land at Luke Lane, Brailsford	
Should the level of housing proposed on the site be increased as requested by the developers, this could have additional implications for education provision in the village.	The Education Authority are fully aware of the proposed housing requirements of the village and these have been taken into account in the size of replacement school being planned for in the village.
Additional 50 dwellings plus on-going development in the village boundary represents a considerable increase to the population, one which cannot be easily assimilated into the social structure of the community and will have detrimental impacts. The proposal goes against the Plans objectives of “Protecting the character and local distinctiveness of the villages”.	An additional 50 dwellings will result in approx. 10% increase in the number of dwellings in the Parish when compared to the Census 2011. It is however acknowledged this increase would be higher if compared to the number of properties in the built up area of the village alone. However, given the scale of the allocation and the requirements of the policy that development on the allocated site would not out of proportion with the scale of development in the rest of the village, and as such would not have any significant adverse impact upon the character and appearance of the village.
The removal of a valuable community asset, the playing fields on The Plain is objected to and represents a retrograde step. The lack of children’s play area and increased number of children as a result of development may lead to issues of bored and discontent children and potential issues of antisocial behaviour.	Throughout the consultation on the housing options and the Derbyshire Dales Local Plan Pre Submission Draft concerns have been raised about the potential loss of the recreational area situated on The Plain. However the site is situated within the Settlement Framework Boundary of Brailsford and, in making assumptions about the amount of development likely to come forward within the Settlement Framework Boundaries across the plan area it had been assumed that up to 25 units may come forward on the this site The site has never been allocated within the Local Plan, and it is now

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Key Issue	Officer Comment and Recommendation
	<p>understood that following the consultation on the Derbyshire Dales Local Plan Pre Submission Draft and that undertaken by Miller Homes, the development proposals required to enable the delivery of the replacement school, but at this time forms no part of the proposals.</p>
<p>The existing children's play area is well used, the right size, in the right location, making it a usable and safe facility and should be protected.</p>	<p>Throughout the consultation on the housing options and the Derbyshire Dales Local Plan Pre Submission Draft concerns have been raised about the potential loss of the recreational area situated on The Plain. However the site is situated within the Settlement Framework Boundary of Brailsford and, in making assumptions about the amount of development likely to come forward within the Settlement Framework Boundaries across the plan area it had been assumed that up to 25 units may come forward on the this site</p> <p>The site has never been allocated within the Local Plan, and it is now understood that following the consultation on the Derbyshire Dales Local Plan Pre Submission Draft and that undertaken by Miller Homes, the development proposals required to enable the delivery of the replacement school, but at this time forms no part of the proposals.</p>
<p>Infrastructure requirements to support proposals haven't been adequately considered.</p>	<p>Consultations have been undertaken with a wide range of stakeholders, none of whom have indicated that there are major barriers to development of the scale proposed within the village.</p>

Chapter 8- Sub Area Strategies

Key Issue	Officer Comment and Recommendation
<p>Development will adversely impact on an already congested and dangerous highway network. Development will add significantly to the existing problem of access the A52. This problem will be exacerbated by development in Brailsford, Ashbourne and Kirk Langley, leading to a congested A52. The A52 is a dangerous road, with 6 major traffic incidents around the village since Feb 2013. The extra traffic will turn the village into a bottleneck.</p>	<p>Derbyshire County Council as Highways Authority were consulted on all the housing options, and have not indicated any concerns the impact that the proposed the level of development would have on the wider highways network. The policy requires the submission of a Transport Assessment, which will identify, if any mitigation measures are required as a result of the development at Luke Lane.</p>
<p>The village suffers from surface water flooding and drainage issue, these will be exacerbated by development and the loss of green fields to help with surface water run-off.</p>	<p>The Environment Agency indicated that development on the site has the potential to increase flood risk in the village itself if the existing sewer/culverts capacities are not accurately assessed. However it recommended that surface water run-off should be restricted to greenfield run-off and attenuated on site to prevent an increase in flood risk within the local catchment area, because there is a known flooding problem downstream at Longford.</p> <p>The policy does however address these issues by requiring the submission of a Flood Risk Assessment and the provision of surface water control measures through the use of SuDs.</p>
<p>Development at this scale is out of proportion with the village, ill thought out and will be detrimental to the character of Brailsford.</p>	<p>An additional 50 dwellings will result in approx. 10% increase in the number of dwellings in the Parish when compared to the Census 2011. It is however acknowledged this increase would be higher if compared to the number of properties in the built up area of the village alone. However, given the scale of the allocation and the requirements of the</p>

Chapter 8- Sub Area Strategies

Key Issue	Officer Comment and Recommendation
	policy that development on the allocated site would not out of proportion with the scale of development in the rest of the village, and as such would not have any significant adverse impact upon the character and appearance of the village.
Plan is misleading as funding for new school is reliant not only on 50 new homes on Luke Lane but also approximately 23 homes on the existing playing field on The Plain.	<p>Throughout the consultation on the housing options and the Derbyshire Dales Local Plan Pre Submission Draft concerns have been raised about the potential loss of the recreational area situated on The Plain. However the site is situated within the Settlement Framework Boundary of Brailsford and, in making assumptions about the amount of development likely to come forward within the Settlement Framework Boundaries across the plan area it had been assumed that up to 25 units may come forward on the this site</p> <p>The site has never been allocated within the Local Plan, and it is now understood that following the consultation on the Derbyshire Dales Local Plan Pre Submission Draft and that undertaken by Miller Homes, the development proposals required to enable the delivery of the replacement school, but at this time forms no part of the proposals.</p>

Chapter 8- Sub Area Strategies

Key Issue	Officer Comment and Recommendation
<p>Provision of a new playing field in the proposed scheme will only be a small play area with the remaining area earmarked for housing. However where parents currently allow their children to go to the existing playing field which is a safe environment, they will not allow their children to cross Luke Lane to the new playing field without being accompanied, resulting in less children using the playing field and playing out at all.</p>	<p>Throughout the consultation on the housing options and the Derbyshire Dales Local Plan Pre Submission Draft concerns have been raised about the potential loss of the recreational area situated on The Plain. However the site is situated within the Settlement Framework Boundary of Brailsford and, in making assumptions about the amount of development likely to come forward within the Settlement Framework Boundaries across the plan area it had been assumed that up to 25 units may come forward on the this site</p> <p>The site has never been allocated within the Local Plan, and it is now understood that following the consultation on the Derbyshire Dales Local Plan Pre Submission Draft and that undertaken by Miller Homes, the development proposals required to enable the delivery of the replacement school, but at this time forms no part of the proposals.</p> <p>It is anticipated that there will be open space provided as part of the residential development on Luke Lane, and it is possible that some of the open space provided as part of the school could be made available for use by the community. As such there will be a net overall increase in the amount of open space, spread across a number of sites in the village.</p>

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Key Issue	Officer Comment and Recommendation
<p>New school proposing to have 120 pupils, yet with 103 pupils currently at the school and additional children generated from new development inevitable that the school will need to be bigger and as a result the developer will want to build more houses to fund the cost of the enlarged school.</p>	<p>The Education Authority are fully aware of the proposed housing requirements of the village and these have been taken into account in the size of replacement school being planned for in the village.</p>
<p>Parents will be parking on Luke Lane to take their children into school causing considerable danger due to the volume of cars and lorries travelling along this road.</p>	<p>The policy requires the provision of a transport Assessment including full highways design to demonstrate the provision of a safe access. The Transport Assessment will also include a Travel Plan for the school as required by Strategic Policy 11, as a means of identifying how to minimise school journeys by car.</p>
<p>The size of development of Luke Lane and The Plain are totally out of proportion to the current and future needs of the village. The immediate requirement is for 7 dwellings to be built in the village.</p>	<p>The residual requirement for the Southern Parishes Sub Area as identified in the Derbyshire Dales Local Plan Pre Submission Draft is only 7 units, and for this overall level of provision would not be usually the subject of an allocation, rather it would likely to come forward through windfall development. However given the need for a replacement school within the village and the lack of funds for the County Council, as Education Authority to bring forward such a scheme it was considered that in this instance bringing forward the minimum amount of development necessary to provide for a new school was the most appropriate strategy for the area. If development on the scale proposed was not brought forward within the village no replacement school would be provided.</p>

Chapter 8- Sub Area Strategies

Key Issue	Officer Comment and Recommendation
	As such it is recommended that no change to the Local Plan be made as result of this key issue.
The strategy if the Southern Parishes is about “protecting the open countryside and high quality environment”, the development will take up more countryside, impact detrimentally upon the village environment and goes against the strategy for the area.	Whilst the development of the site at Luke Lane will result in development on a greenfield site the extent of encroachment into the countryside is limited, and to ensure compliance with the policy ensure that the design and layout reflects the Landscape SPD, which will seek to ensure that the new development integrates into the character and appearance of the surrounding landscape.
Disappointment that democratically elected members are supporting proposals for new school and that there has been a lack of consultation with the Parish Council and local residents.	<p>Whilst it is acknowledged that there is concern about the proposals for development in Brailsford, the preparation of the Derbyshire Dales Local Plan is a democratic process that has to balance many competing factors, and material considerations, and often difficult decisions have to be made in the interests of the community as a whole.</p> <p>It is completely wrong to say that there has been a lack of consultation with the Parish Council and residents of the village as the concerns raised about the proposals have been brought to the attention of the District Council through five public consultation events held in the village since 2009, all of which have involved considerable input from representatives of the Parish Council.</p>

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Key Issue	Officer Comment and Recommendation
Existing medical facilities are at capacity and will not be able to accommodate additional residents generated by development. Medical practice has no scope to extend and there are severe parking problems along The Green.	There are on-going discussions with the Southern Dales CCG to establish the extent to which
Proposals do not represent sustainable development as the infrastructure and services in the village will not sustain so many new houses. The development will be a dormitory estate as all new residents will have to commute to access employment opportunities.	The range of facilities within each of the Market Towns and Larger Villages was considered by the Local Plan Advisory Committee on 20 th November 2012, when it resolved that for Brailsford the range was sufficient to maintain its status as a Large Village.
Development of a greenfield site does not accord with the policy to development previously developed land and protect the open countryside.	Whilst the strategic aim is to encourage development on previously developed sites in advance of greenfield sites, given the nature of the overall housing requirements for the plan area, it was inevitable that not all the housing requirements could be provided on brownfield sites. As such inevitably some greenfield sites had to be allocated for new housing development – including the site in Brailsford.
The number of houses is unjustified; a survey carried out by the Parish Council indicated that only 7 affordable homes would be required.	The residual requirement for the Southern Parishes Sub Area as identified in the Derbyshire Dales Local Plan Pre Submission Draft is only 7 units, and for this overall level of provision would not be usually the subject of an allocation, rather it would likely to come forward through windfall development. However given the need for a replacement school within the village and the lack of funds for the County Council, as Education Authority to bring forward such a scheme

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Key Issue	Officer Comment and Recommendation
	<p>it was considered that in this instance bringing forward the minimum amount of development necessary to provide for a new school was the most appropriate strategy for the area. If development on the scale proposed was not brought forward within the village no replacement school would be provided.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>
<p>The provision of a new school for Brailsford should be a separate issues and be provided by the Education Authority. It is not the responsibility of the village to provide a new school.</p>	<p>The residual requirement for the Southern Parishes Sub Area as identified in the Derbyshire Dales Local Plan Pre Submission Draft is only 7 units, and for this overall level of provision would not be usually the subject of an allocation, rather it would likely to come forward through windfall development. However given the need for a replacement school within the village and the lack of funds for the County Council, as Education Authority to bring forward such a scheme it was considered that in this instance bringing forward the minimum amount of development necessary to provide for a new school was the most appropriate strategy for the area. If development on the scale proposed was not brought forward within the village no replacement school would be provided.</p> <p>As such it is recommended that no change to the Local Plan be made as result of this key issue</p>

Chapter 8- Sub Area Strategies

Key Issue	Officer Comment and Recommendation
<p>Democratic processes have not been adhered to, Parish Council have not been involved, consulted with or listened to and deliberately kept in the dark.</p>	<p>Whilst it is acknowledged that there is concern about the proposals for development in Brailsford, the preparation of the Derbyshire Dales Local Plan is a democratic process that has to balance many competing factors, and material considerations, and often difficult decisions have to be made in the interests of the community as a whole.</p> <p>It is completely wrong to say that there has been a lack of consultation with the Parish Council and residents of the village as the concerns raised about the proposals have been brought to the attention of the District Council through five public consultation events held in the village since 2009, all of which have involved considerable input from representatives of the Parish Council.</p>
<p>Legal covenants regarding the ownership and use of The Plain may prevent the site being lost as playing fields and developed.</p>	<p>Derbyshire County Council, as owners of the land have advised that there are no legal covenants in existence.</p>
<p>No sound evidence/statistics demonstrating housing needs, pupil numbers, costs, infrastructure requirements or traffic surveys to justify the proposals.</p>	<p>The evidence on housing numbers has been subject to a significant amount of research, and the recently commissioned objectively assessed study will complement that which has already been undertaken. This evidence indicates that there is need for new housing provision across the whole of the plan area, and thus the provision of some within Brailsford will assist with this process, and will contribute towards meeting a community need in respect of the replacement school.</p>

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Key Issue	Officer Comment and Recommendation
	<p>The Education Authority are fully aware of the proposed housing requirements of the village and these have been taken into account in the size of replacement school being planned for in the village.</p> <p>In terms of viability the Valuation Office Agency have been commissioned to undertake a review of the viability of the Local Plan, and this will provide advice about the viability of this site.</p> <p>Derbyshire County Council as Highways Authority were consulted on all the housing options, and have not indicated any concerns the impact that the proposed the level of development would have on the wider highways network. The policy requires the submission of a Transport Assessment, which will identify, if any mitigation measures are required as a result of the development at Luke Lane.</p>
<p>Parish Council and the community have their own vision how the village should develop in the future, informed by Parish Surveys, these have been disregarded.</p>	<p>Whilst it is acknowledged that there is concern about the proposals for development in Brailsford, the preparation of the Derbyshire Dales Local Plan is a democratic process that has to balance many competing factors, and material considerations, and often difficult decisions have to be made in the interests of the community as a whole. This is the case with regards to Brailsford.</p>

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Key Issue	Officer Comment and Recommendation
<p>The price of accepting addition new homes is far too high, unacceptable, and unreasonable and we do not want it. Brailsford is a historic village, its character and environment would be lost forever by such excessive over development. Petition submitted signed by approximately 180 residents.</p>	<p>A statement on the petition was considered by the Local Plan Advisory Committee at its meeting on 17th December 2013.</p> <p>In terms of impact upon the character and appearance on the village, given the scale of the allocation and the requirements of the policy that development on the allocated site would not out of proportion with the scale of development in the rest of the village, and as such would not have any significant adverse impact upon the character and appearance of the village.</p>
<p>At the previous Local Plan Inquiry, the Planning Inspector rejected similar proposals on the grounds that it was not the responsibility of Brailsford to answer the problems of the Education Department. The need for a new school should not be linked to residential development.</p>	<p>The circumstances that were being considered at the time of the preparation of the Derbyshire Dales Local Plan in 2004 are completely different to the circumstances that this Local Plan needs to address. It is therefore legitimate to consider development as a means of providing a replacement school for the village.</p>
<p>No infrastructure levy is being offered under the plan to support the consequences brought about by the proposals.</p>	<p>The Community Infrastructure Levy has not been introduced by the District Council, and as such at this time any community benefits would need to be secured through s106 Obligations, which would be applied on a case by case basis.</p>
<p>The details of the scheme for development are vague and insufficient to make an informed response.</p>	<p>The purpose of the Local Plan is to set the framework for new development not provide the details as these will come through planning applications, which are determined against the criteria in the plan.</p>

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Key Issue	Officer Comment and Recommendation
<p>The quality of development and building needs to be of a high standard and quality to ensure that in 20 years the village is not requiring a further school to be built.</p>	<p>It is anticipated that the design of the new school will be such that it will endure for at least 60 years.</p>
<p>Public transport services serving the village are limited; the buses are infrequent and mostly used by students and the retired members of the community.</p>	<p>Whilst there may be “limited” public transport services serving the village, in comparison to some of the smaller more rural villages the village is well served, sufficient to be able to use them for journeys to/from work and for leisure purposes.</p>
<p>There are few jobs in Brailsford or the surrounding villages, and what businesses are available tend to be ‘one man’ or only offer part time or low paid work. People moving to the village will most likely be employed in Derby, Ashbourne or further afield, most of whom will need their cars to get to work, this seems to go against the principles of sustainable development.</p>	<p>Whilst it is acknowledged that the number of firms employing people within the village is limited, and that realistically residents of the village will work in either Ashbourne or Derby, the frequency of public transport to these places allows it to be a reasonable alternative to the car, and as such wholly adheres to the principles of sustainable development.</p>
<p>No development is planned for any of the smaller villages, so that there are likely to be no houses available for young people who want to stay in their own village, near to their own families.</p>	<p>The strategy for the Local Plan is to primarily encourage new residential development to the Market Towns and Larger Villages, where there are a greater range of services and facilities than in the smaller villages. However even though no development is allocated to the smaller villages the existence of new Settlement Framework Boundaries allows for some infill development to take place in these villages. Furthermore the Derbyshire Dales Local Plan Pre Submission Draft also seeks to ensure that adequate affordable housing is</p>

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Key Issue	Officer Comment and Recommendation
	<p>provided, either as part of new developments or as rural exception schemes, which will allow those qualified to stay in their own village and/or near to family.</p>
<p>Objection to housing development in Brailsford, building on The Plain playing fields, which has been a recreation area for many years and the only safe place children can play is unacceptable. Building on this land shows a total disrespect and consideration for the life of children in the village.</p>	<p>Throughout the consultation on the housing options and the Derbyshire Dales Local Plan Pre Submission Draft concerns have been raised about the potential loss of the recreational area situated on The Plain. However the site is situated within the Settlement Framework Boundary of Brailsford and, in making assumptions about the amount of development likely to come forward within the Settlement Framework Boundaries across the plan area it had been assumed that up to 25 units may come forward on the this site</p> <p>The site has never been allocated within the Local Plan, and it is now understood that following the consultation on the Derbyshire Dales Local Plan Pre Submission Draft and that undertaken by Miller Homes, the development proposals required to enable the delivery of the replacement school, but at this time forms no part of the proposals.</p>
<p>Object to proposals to develop greenfield sites, plenty of brownfield sites which should be considered first, there is a suitable brownfield site on Luke Lane.</p>	<p>Whilst the plan expresses a preference for development on previously developed sites over greenfield development, in Brailsford there is not the scale of previously developed land of sufficient size to enable there to be a critical mass of development to fund the replacement school.</p>

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Key Issue	Officer Comment and Recommendation
<p>Brailsford School is adequate to serve children from Brailsford, Ednaston and Shirley, numbers on roll should be capped. Why should Brailsford lose greenfields, so that Ashbourne children can attend the school?</p>	<p>It is understood that the overall numbers that the replacement school is being planned for would result in less children attending from outside the normal catchment area than is the current situation.</p>
<p>Hulland Ward school is half empty – should be investing in the quality of teaching there not expanding Brailsford.</p>	<p>This is a matter for the Education Authority, and not a planning consideration.</p>
<p>With concerns about NHS and child obesity and health the Council should be protecting playing areas.</p>	<p>Throughout the consultation on the housing options and the Derbyshire Dales Local Plan Pre Submission Draft concerns have been raised about the potential loss of the recreational area situated on The Plain. However the site is situated within the Settlement Framework Boundary of Brailsford and, in making assumptions about the amount of development likely to come forward within the Settlement Framework Boundaries across the plan area it had been assumed that up to 25 units may come forward on the this site</p> <p>The site has never been allocated within the Local Plan, and it is now understood that following the consultation on the Derbyshire Dales Local Plan Pre Submission Draft and that undertaken by Miller Homes, the development proposals required to enable the delivery of the replacement school, but at this time forms no part of the proposals.</p>

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Key Issue	Officer Comment and Recommendation
<p>Information presented at consultation events has lacked any details on infrastructure implications, highways matters, drainage.</p>	<p>All the responses from the key stakeholders for each site in Brailsford were reported to this Committee on 26th November 2012.</p>
<p>Brailsford does not have sustainable range of services and facilities as outlined in the spatial strategy and should be defined as a smaller village.</p>	<p>The range of facilities within each of the Market Towns and Larger Villages was considered by the Local Plan Advisory Committee on 20th November 2012, when it resolved that for Brailsford the range was sufficient to maintain its status as a Large Village.</p>
<p>Spatial Strategy states “that development will be granted provided that it provides opportunities to minimise the overall need to travel by car between homes, jobs and services.” There are no employment opportunities in Brailsford leading to a need to travel. The proposal goes against the spatial strategy.</p>	<p>Whilst it is acknowledged that the number of firms employing people within the village is limited, and that realistically residents of the village will work in either Ashbourne or Derby, the frequency of public transport to these places allows it to be a reasonable alternative to the car, and as such wholly adheres to the principles of sustainable development, and the spatial strategy.</p>
<p>The spatial strategy states “permission will be granted for development provided that it makes full and effective use of previously developed land or buildings in preference to greenfield sites” the proposal goes against the strategy.</p>	<p>Whilst the strategic aim is to encourage development on previously developed sites in advance of greenfield sites, given the nature of the overall housing requirements for the plan area, it was inevitable that not all the housing requirements could be provided on brownfield sites. As such inevitably some greenfield sites had to be allocated for new housing development – including the site in Brailsford.</p>

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Key Issue	Officer Comment and Recommendation
<p>The size of the proposed school will not be adequate to meet the need of a Brailsford with 40% extra houses, the school will only provide 13 extra places but the village will increase by 75 houses.</p>	<p>The Education Authority are fully aware of the proposed housing requirements of the village and these have been taken into account in the size of replacement school being planned for in the village.</p>
<p>Parish Council has worked hard to represent the overall wishes of the villages of Brailsford, Ednaston and Shirley, parish surveys show an overwhelming NO to the plan, yet Parish Council were unable to speak at the meeting where votes were made - undemocratic.</p>	<p>Whilst it is acknowledged that there is concern about the proposals for development in Brailsford, the preparation of the Derbyshire Dales Local Plan is a democratic process that has to balance many competing factors, and material considerations, and often difficult decisions have to be made in the interests of the community as a whole – which is the case in respect of Brailsford..</p>
<p>Support for Throstle Nest Way site for development – a more suitable site with safe access to the A52, in the centre of the village and the Parish Council survey showed this site to be the preferred option.</p>	<p>All known alternative sites, including this site were assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft. It was resolved that this site was not as high priority compared to the Luke Lane site.</p>
<p>The new school has an allocation of approximately 25 parking spaces this is completely inadequate for a school of 120 children and staff, most whom travel by car. There are currently 50 spaces at the current school and these are often filled.</p>	<p>The policy requires the provision of a transport Assessment including full highways design to demonstrate the provision of a safe access. The Transport Assessment will also include a Travel Plan for the school as required by Strategic Policy 11, as a means of identifying how to minimise school journeys by car.</p>

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Key Issue	Officer Comment and Recommendation
<p>Limited infill of affordable housing is appropriate but not fifty plus houses. Plans should be abandoned as a genuine study on housing requirements should be undertaken.</p>	<p>The evidence on housing numbers has been subject to a significant amount of research, and the recently commissioned objectively assessed study will complement that which has already been undertaken. This evidence indicates that there is need for new housing provision across the whole of the plan area, and thus the provision of some within Brailsford will assist with this process, and will contribute towards meeting a community need in respect of the replacement school.</p>
<p>Plan seeks to address local needs especially for housing and economic development – a housing need for 9 affordable homes in Brailsford has been identified, also some un-evidenced demand for housing design for an ageing population (Parish Council Survey) – this can be accommodated within the current settlement boundary and/or encroaching on greenfield land.</p>	<p>Whilst a local housing needs survey has suggested a need for 9 affordable units within Brailsford this is only part of the situation with regards to the overall level of housing needs across the District. There are limited opportunities within the village for these to be provided and as such the policy requires that a contribution is made toward the provision of affordable housing.</p>
<p>The developer has indicated that they will be providing standard house types which will enable the cost balance required by linking development to the construction of the new school, no account will be taken of the existing style of the built environment in the village.</p>	<p>The design and layout of the site and the house types used will need to be carefully brought forward in order to ensure that quality of the development is appropriate for its location – standard house types are unlikely to be acceptable in this situation.</p>

Chapter 8- Sub Area Strategies

Key Issue	Officer Comment and Recommendation
<p>The proposal should incorporate BREEAM standards to reduce energy demand, include provision for renewable energy services which will benefit the village and include appropriate management systems for flood alleviation e.g. flood alleviation, grey water treatment etc.</p>	<p>The policies in the Derbyshire Dales Local Plan encourage the use of the BREEAM and Code for Sustainable Homes Standards as a means of improving the energy efficiency of each type of development on appropriate sites. As such the developers will be required to take account of these in bringing forward their proposals for the development and design of the houses and the school.</p>
<p>Proposals unsound and not legally compliant with the Statement of Community Involvement – it was not made clear in this allocation and a major failure in the process of community consultation , that in order for the proposal to be viable there is a requirement for an additional 25 dwellings on the existing children’s play area and public open space. Only in a letter dated 18th February 13 from the Director of Planning and Housing that there is first mention of the need for development on the public open space, this approach is not consistent with the trust of the NPF regarding community engagement nor the Council SCI. The lack of clarification on the wider implications of the allocation SA12 did not enable residents or other parties to make an informed judgement on the preferred option or alternative (land at Throstle Nest Way). The failure to fully communicate the plans for the village has resulted in a proposed allocation not supported by the community. At the Parish Council meeting held in April the alternative option at Throstle Nest Way was largely supported by the community as it preserves the open</p>	<p>All known alternative sites, including this site were assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft. It was resolved that this site was not as high priority compared to the Luke Lane site.</p> <p>It is therefore recommended that no change be made to the policy as a result of this key issue.</p>

Chapter 8- Sub Area Strategies

Key Issue	Officer Comment and Recommendation
<p>space and playing area on The Plain. This highlights the failure of the council to fully inform the community of the complete plans and implications for the delivery of the new school and the required number and siting of housing.</p>	

Chapter 8- Sub Area Strategies

Key Issue	Officer Comment and Recommendation
<p>Land at Throstle Nest Way should be allocated as a more sustainable alternative. The site would deliver housing and a new primary school Children would be able to walk to the school without crossing the A52 of busy Luke Lane, could provide modern education facilities with dedicated grounds for outdoor sport and recreation. The proposal could provide 50 market houses, 15 affordable homes and 10 starter homes for younger members of the community. A pedestrian and cycle link could be provide through Throstle Nest Way with the main vehicular access off the A52 and a further link provided to the existing footpath close to the Rose and Crown. Development would secure the retention of the existing public open space at The Plain. Therefore requested that Land at Luke Lane be deleted as an allocation, map 31 is deleted and a new site allocation policy be inserted stating “Site Allocation Policy SA12 – Land to the East of Throstle Nest Way, Brailsford for residential development of 75 dwellings, a new primary school and public open space.”</p>	<p>All known alternative sites, including this site were assessed as part of the assessment and prioritisation work undertaken during the preparation of the Derbyshire Dales Local Plan Pre Submission Draft. It was resolved that this site was not as high priority compared to the Luke Lane site.</p> <p>It is therefore recommended that no change be made to the policy as a result of this key issue.</p>
<p>Allocation of Luke Lane supported, however elements of the policy that are restrictive and could undermine allocation and potential delivery. Luke Lane site capable of delivering up to 65 dwellings, an increase in numbers on site will ensure that the site can fully contribute to meeting any proposed developer contributions.</p>	<p>Support Welcomed – Whilst an increased number of dwellings on the site to 65 units may make the scheme more financially viable, and thereby avoid development on The Plain, no evidence was submitted during the consultation phase to establish whether this increase in number from 50 units allocated made the difference to the overall viability of the site and in delivering the school.</p>

Chapter 8- Sub Area Strategies

Key Issue	Officer Comment and Recommendation
	<p>A subsequent appraisal has been submitted and is subject to detailed consideration by the Valuation Office Agency. The details of which will be reported to Members verbally, if available.</p>
<p>Millers have undertaken consultation in the village on the proposals for development in Brailsford. “Given the strong opinion raised by residents, it was considered by Miller Homes that an alternative solution be sought without prejudicing the delivery of the new primary school... Further viability work, in particular focusing on avoiding development on The Plain, showed that if 65 dwellings in total were provided on the Luke Lane site, this quantum of development would still sustain the delivery of the primary school, but would negate the requirement for development on The Plain. An alternative option to maintain the quantum of development on the Luke Lane site at 50 dwellings, and have no development on The Plain is simply not viable, even with assumptions made for no affordable housing and no S106 contributions... The delivery of residential development along with the new primary school is only viable with an increase of 15 dwellings from 50 to 65 to avoid any development on The Plain. Should the increase not be considered acceptable, then the only alternative would be</p>	<p>Whilst an increased number of dwellings on the site to 65 units may make the scheme more financially viable, and thereby avoid development on The Plain, no evidence was submitted during the consultation phase to establish whether this increase in number from 50 units allocated made the difference to the overall viability of the site and in delivering the school.</p> <p>A subsequent appraisal has been submitted and is subject to detailed consideration by the Valuation Office Agency. The details of which will be reported to Members verbally to the meeting, if available</p>

Chapter 8- Sub Area Strategies

Key Issue	Officer Comment and Recommendation
<p>to have residential development on The Plain.” Revise SA12 policy wording to state “Planning permission will be granted for residential development and the provision of a replacement primary school on Land at Luke Lane, Brailsford, as defined on the Proposals maps for a maximum of 65 dwellings...”</p>	

Chapter 9 – Implementation and Monitoring

Key Issue	Officer Comment and Recommendation
Paragraph 9.7	
<p>There has been inadequate consultation with the appropriate statutory consultees, particularly in relation to health provision and flood and drainage issues. It should be recognised that there are a number of existing problems with water and sewerage services in properties located in close proximity to the housing site allocation at Luke Lane, Brailsford. There is limited capacity at Brailsford's GP surgery and parking is an issue. There are highways and traffic problems that need to be addressed. All these issues need to be addressed through the Infrastructure Delivery Plan.</p>	<p>The Town and Country Planning (Local Planning) (England) Regulations 2012 sets out a number of specific consultees that the local planning authority has to consult as part of the preparation of policies and proposals within the Local Plan. This includes the local PCT (Clinical Commissioning Group) and agencies such as Severn Trent</p> <p>The District Council has consulted with all the relevant statutory consultees, and the contents of the plan have been influenced by their responses. An Infrastructure Delivery Plan is in the process of being prepared and will accompany the plan when submitted to the Secretary of State. Where there are considered to significant infrastructure issues that are needed to be addressed these will be incorporated within the Infrastructure Delivery Plan.</p>
Strategic Policy 15 - Infrastructure	
<p>County Council is satisfied that the impact on education provision of the areas proposed for development has been reviewed and mitigation discussed. However concerns remain regarding the additional education provision requirement of the proposed site at Ashbourne Airfield.</p>	<p>Discussions have been held with the Education Authority and QUEGS about the extent of the housing growth in Ashbourne. It has generally been agreed that on the basis of the proposed allocations in the Derbyshire Dales Local Plan Pre Submission Draft that financial contributions towards education needs in Ashbourne will be required.</p>
<p>Clarification required about the level of proposed housing to the allocated on a site at Luke Lane, Brailsford to include a replacement primary school. County Council would welcome on- going discussion to address</p>	<p>Derbyshire County Council are aware that the extent of allocation in Brailsford is for 50 units only, and this has helped them to determine the overall number of pupils to plan forward at the school going forward.</p>

Chapter 9 – Implementation and Monitoring

Key Issue	Officer Comment and Recommendation
outstanding issues on education provision.	
Local Plan should reflect growing need for extra care accommodation across the District, County Council would like to see an affordable extra care scheme within reach of each local population model of extra care and residential care within the District in the Local Plan.	It is acknowledged that there is likely to be an increasing need for affordable extra care facilities across the plan area over time. There is however no existing commitment to the provision of such a facility which could be specifically included in the plan at this time. In any case any proposals that came forward could be assessed against the policies set out in the plan.
<p>It is important that there remains a telecommunications policy within the emerging plan, telecommunications plays a vital role in both the economic and social fabric of communities. Para 42 of the NPPF confirms that “advanced high quality communications infrastructure is essential for sustainable economic growth and plays a vital role in enhancing the provision of local community facilities and services.” Recommend that the Local Plan should include a concise and flexible telecommunications policy, suggested wording as follows;</p> <p>“Proposals for telecommunications development will be permitted provided that the following criteria are met;</p> <ul style="list-style-type: none"> (i) The siting and appearance of the proposed apparatus and associated structure should seek to minimise impact on the visual amenity, character and appearance of the surrounding area; (ii) If on a building, apparatus and associated 	<p>Paragraph 43 of the NPPF states “In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband. They should aim to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate.”</p> <p>As reference to telecommunications is currently set out within bullet point 6, and the plan is read as whole, with many of the issues included in the suggested policy already set out elsewhere in the plan it is not considered appropriate to have a standalone policy on communications infrastructure.</p> <p>It is however recommended that the following revision be made to the</p>

Chapter 9 – Implementation and Monitoring

Key Issue	Officer Comment and Recommendation
<p>structure should be sited and designed in order to seek to minimise impact on the external appearance of the host building;</p> <p>(iii) If proposing a new mast, it should be demonstrated that the application has explored the possibility of erecting apparatus on existing buildings, masts or other structures. Such evidence should accompany any application made to the local planning authority.</p> <p>(iv) If proposing development in a sensitive areas, the development should not have an unacceptable effect on areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas of buildings of architectural or historic interest.</p> <p>When considering applications for telecommunications development, the local planning authority will have regard to the operational requirements of telecommunications networks and the technical limitations of the technology.”</p>	<p>policy to demonstrate the District Council’s support for the expansion of the exiting telecommunications network:</p> <ul style="list-style-type: none"> • <i>“Supporting improvements to and expansion of the telecommunications and high speed broadband infrastructure networks.”</i>
<p>Council need to be mindful of the requirements set out in S173 of the framework, which states that “Plans should be deliverable. Therefore, the sites and scale of development identified in the Plan should not be subject to such a scale of policy burdens that their ability to be developed viably is threatened.”</p>	<p>There is on-going work being undertaken by the Valuation Office Agency on the viability of the Local Plan, which give an indication of whether the policy requirements of the plan pace a burden on development. as required by Paragraph 173 of the NPPF. Similarly work is on-going in respect of the Community Infrastructure Levy, as set out in Paragraph 9.11 of the Derbyshire Dales Local Plan Pre Submission Draft.</p>

Chapter 9 – Implementation and Monitoring

Key Issue	Officer Comment and Recommendation
<p>Council need to be mindful that planning obligations should only be sought where they are necessary to address the unacceptable planning impacts of a development and so directly related to the impacts of a proposal that it should not be permitted without them. Contributions must be based on up – to- date, robust evidence of infrastructure needs and clearly based on policy requirements.</p>	<p>Regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 as amended. Set out the legal tests for the use of S106 Obligations</p> <p>The tests are:</p> <ol style="list-style-type: none"> 1. necessary to make the development acceptable in planning terms 2. directly related to the development; and 3. fairly and reasonably related in scale and kind to the development. <p>The on-going preparatory work on the CIL and Infrastructure Delivery Plan is based upon up to date evidence on infrastructure needs to meet the proposals set out in the plan.</p>
<p>Policy supported, will help to ensure that existing infrastructure can meet the requirements arising from new development.</p>	<p>Support Welcomed</p>
<p>Policy supports the delivery of infrastructure improvements and is consistent with the strategic infrastructure priorities of the Derbyshire Infrastructure Plan.</p>	<p>Support Welcomed</p>
<p>Health practitioners and practices need to be involved in planning for infrastructure requirements in the Derbyshire Dales from the outset.</p>	<p>Discussions have been held and on-going with key infrastructure delivery providers including the National Trust Clinical Commissioning Group and relevant bodies representing health practitioners. A comprehensive Infrastructure Delivery Plan is in the process of being prepared and will be submitted to the Secretary of State alongside the Local Plan</p>

Chapter 9 – Implementation and Monitoring

Key Issue	Officer Comment and Recommendation
Development Management Policy 23 – Planning Obligations and Community Infrastructure Levy	
Policy welcomed as it will help to ensure that (subject to economic viability) development proposals provide or meet the costs of the infrastructure, facilities and mitigation necessary to make development acceptable in planning terms.	Support Welcomed.
Policy is vital to ensure that the County Council and other critical infrastructure providers can deliver the infrastructure services required to support sustainable communities and meet the needs of existing and future populations. Policy is supported and considered consistent with the County Councils Developer Contributions Protocol.	Support Welcomed.
Policy and Plan unsound as not been subject to a viability assessment, nor does the Plan identify the critical infrastructure necessary for the delivery of its policies.	A Viability Study has been commissioned and this is currently being undertaken by the Valuation Office Agency the details of which will be reported to a further meeting of this Committee.
Policy unsound due to inefficiencies in the underlying evidence base. The policy wording is vague and lacks locally specific content. Without being backed up by robust and proportionate evidence the policy would not adequately support the delivery of necessary infrastructure arising from new development. A robust and up to date evidence base would also be required to justify any subsequent Developer Contributions Supplementary Planning Document. To inform sports	<p>The Sport and Recreation policies set out in the plan are based upon a PPG17 study undertaken in 2009, whilst this is some time ago it is considered that very little has changed in terms of the evidence that underpins the study. As such undertaking an update to this study was not considered to be a priority.</p> <p>Although recent work has been undertaken using the Facilities Planning Model (FPM) to assess the need for sport and recreation facilities at a strategic scale, this does not negate the need to</p>

Chapter 9 – Implementation and Monitoring

Key Issue	Officer Comment and Recommendation
related aspects of infrastructure delivery, robust and up to date assessments of playing pitch needs, other outdoor sports facilities and indoor sports facilities needs to be undertaken in line with appropriate methodology.	undertake an update to the former PPG17 study. Sport England have recently published guidelines on how to prepare such updating studies. As such it is recommended that the following be added as a footnote to Paragraph 7.45 in the Derbyshire Dales Local Plan Pre Submission Draft : <ul style="list-style-type: none"><li data-bbox="1081 582 2056 766">• <i>The District Council will work with Sport England to prepare an update to the Peak Sub Region Open Space, Sports and Recreation Study taking account of “Assessing Needs and Opportunities Guide for Indoor and Outdoor Sports Facilities (Draft December 2013)”</i>

8. Sub Area Strategies

8.1 The preceding sections have sought to provide an over arching strategy for the plan area to address the three main themes identified in the Spatial Portrait. However the Local Plan is not just about setting an overall strategy it is about identifying a strategic approach for each part of the plan area. The plan area has been divided into three sub areas that each have their own characteristics and features and are based upon Travel-to-Work Areas.

Matlock/Wirksworth
Ashbourne
Southern Parishes

INSERT MAP OF SUB AREAS

Map 6 Derbyshire Dales Sub Areas

8.2 The sub areas are considered to be the most appropriate basis for strategic planning across the plan area. The following section sets out the development strategy for each of the three sub areas.

Matlock/Wirksworth

Matlock/Wirksworth Sub Area Spatial Portrait

8.62 The Matlock/Wirksworth Sub-Area comprises the two Market Towns of Matlock and Wirksworth, and its surrounding attractive countryside that sits in the Dark Peak and Peak Fringe landscape character types. The sub area has a population of 27,904, and an area of 9,472 hectares.

8.63 Matlock is the administrative centre of the Derbyshire Dales, and the administrative centre for Derbyshire County Council. Its development as a Victorian and Edwardian Hydro town in 1880's remains evident in the distinctive character and appearance of the town. Consequently much of the town is situated within a Conservation Area. The town also has other designated heritage assets, including listed buildings, a schedule monument and a registered historic park and garden. Matlock town centre acts as a focus for the surrounding hinterland. Its administrative function results in significant daily net inward work related movements. Although the majority of the daily movements are car borne journeys, the town is however well served by public transport, with both bus and rail services available. There are also good public transport routes, which allow travel across the town. There are also opportunities for new development in the town that will not have an adverse impact upon its character and appearance.

8.64 Matlock was identified in the Peak Sub Region Retail and Town Centre Study Retail Hierarchy as one of the main retail centres within the Peak Sub

Region having regard to the range of shopping and non-retail service facilities within each centre, the extent of its catchment and its current market share.

8.65 The designation of the Derby-Matlock rail line as a Community Rail line, and the introduction of hourly rail services provides real opportunities for modal shift for visitors and commuters. The relatively flat area adjacent to the River Derwent also provides opportunities for modal shift, particularly for cycling and walking.

8.66 Wirksworth is an attractive market town with medieval origins. Its development ~~being-is primarily~~ associated ~~primarily~~ with lead mining and more recently limestone quarrying. Wirksworth has a compact town centre, focused around the Market Place, with its array of historic buildings, with its principle streets leading off. Much of the town centre is designated as a Conservation Area. The town and parish have other designated heritage assets including a larger number of listed buildings and several scheduled monuments. Furthermore, in recognition of its important historic environment and architectural qualities over four hundred properties are covered by and Article 4 Direction which restricts inappropriate, external alternations. To the south of the town the landscape is some of the highest quality in Derbyshire. The population of the town has fluctuated over time, according to local economic conditions. It has however been at such a level as to sustain all 'key' services and facilities. Although the town acts as a local focus for its residents it has become a dormitory town for nearby Matlock and Derby, with considerable daily outward movements. Although the majority of these will be car borne, there are however good public transport links which allow commuting to Belper, Derby and Matlock from Wirksworth. The re-opening of the of the Wirksworth to Duffield Railway line will be able to provide alternative means by transport for local residents.

8.67 Wirksworth was identified in the Peak Sub Region Retail and Town Centre Study Retail Hierarchy as a small town centre, within the Peak Sub Region with generally a limited retail offer, and the majority of local residents looking towards the larger centres both within and outside the sub-region to meet their main shopping needs. The small towns have few if any national multiples or key retail attractors although the lack of a mainstream retail offer is compensated for by a high number of high quality local independent shops.

8.68 Matlock Bath is a linear village situated approximately 2.5 kms south of Matlock. The village lies on the north- ~~and west sidesside~~ of a bend in the River Derwent, and has grown organically on the steeply sloping valley side. The attraction of Matlock Bath as a place to enjoy the natural springs and the associated beautiful scenery led to it becoming a major tourist destination in the 18th century. This continued into and throughout the 19th Century as a popular spa resort. The village is designated as a Conservation Area and also has a large number of listed buildings and three registered historic parks and gardens. The village continues to act as a focus for tourists. The centre of Matlock Bath has become dominated by amusement arcades, takeaways and restaurants,

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Masson Mill, a large historic building just outside Matlock Bath, has been converted to shops, offices and a museum. ~~The centre of Matlock Bath has become dominated by amusement arcades, takeaways and restaurants.~~ The main problem for Matlock Bath is severe traffic congestion on the A6 at peak tourist times

8.69 Although the population has fluctuated over time it has been sufficient to support all the services and facilities within the village. These however only provide day-to-day needs, with Matlock providing those essential services not available within Matlock Bath. The village effectively acts as a 'suburb' of Matlock. There are however good public transport links by both bus and rail between Matlock Bath and Matlock. The steep slopes upon which the village is situated, and its proximity to the A6 and the River Derwent act as physical constraint to development. There are consequently only limited opportunities for new development in the village without having an impact upon its character and appearance of the settlement.

8.70 Darley Dale, is situated to the north-west of Matlock and comprises several linear settlements that extend up the hillside to the north-east, beyond which is some of the highest quality landscape in Derbyshire. Whilst there is no designated Conservation Area at Darley Dale it does possess a number of other designated heritage assets including listed buildings and a registered historic park and garden. Its growth during the second half of the 19th century is associated with Sir Joseph Whitworth, the armaments manufacturer who lived at Stancliffe Hall. Through his benefaction the impressive Whitworth Centre and its associated park were constructed/formed in the 1890's. Although the level of population within Darley Dale has been sufficient to maintain the viability of all key services and facilities in the village, these however only provide day-to-day needs, with Matlock providing those essential services not available within Darley Dale. Whilst the village effectively acts as a 'suburb' of Matlock, there are however good public transport links between Darley Dale and Matlock, which allow daily commuting into/out of Matlock.

At the southern extent of the sub area is Cromford, where the Derwent Valley Mills World Heritage Site begins. This international designation recognises and confirms the outstanding universal value and significance of the area as the birthplace of the factory system where, in the late 18th century, waterpower was successfully harnessed for textile production. Much of Cromford is designated as a Conservation Area but also has a number of other designated heritage assets including a larger number of listed buildings, a scheduled monument and a registered historic park and garden. The development of Cromford is acutely associated with Sir Richard Arkwright and comprises his first mill and associated mill complex, a market place and inn, extensive workers housing, including North Street and his intended home of Willesley Castle. The World Heritage Site, which begins in Cromford stretches 15 miles down the Derwent valley to Derby,

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encompassing a fascinating series of historic mill complexes, workers housing and some of the world's first 'modern' factories.

8.71 Matlock Bath, Darley Dale and Cromford ~~and Darley Dale~~ are identified in the Peak Sub Region Retail and Town Centre Study Retail Hierarchy as a other centres, which support a number of local shops and meet daily top-up food shopping needs.

8.72 There are a number of smaller settlements in the sub area, including Tansley, Bonsall, Middleton, and Cromford.

8.73 Tansley is situated approximately 2.5 kms east of Matlock. The level of population has been sufficient to maintain the viability of all the important services and facilities in the village. The village is well served by public transport, which facilitates commuting to Matlock, and has capacity to accommodate a limited amount of new development without detriment to its character and appearance. Whilst there is not a designated Conservation Area at Tansley there are a number of listed buildings within the parish.

~~8.74 To the southern extent of the sub-area at Cromford, the Derwent Valley Mills World Heritage Site begins. This international designation confirms the outstanding importance of the area as the birthplace of the factory system where in the 18th Century waterpower was successfully harnessed for textile production. Stretching 15 miles down the river valley to Derby, the World Heritage Site contains a fascinating series of historic mill complexes, including some of the world's first 'modern' factories.~~

8.75 Bonsall is situated 3kms to the south west of Matlock. The village lies within a dip in the landscape which has assisted in protecting the buildings from prevailing winds and driving rain. As a consequence this historic village comprises of a tightly knit development of small cottages interspersed with larger, detached, farmhouses and associated farm buildings. Much of the village is designated as a Conservation Area and also has other designated heritage assets such as listed buildings and a scheduled monument. ~~, houses of the local farmers.~~

8.76 Middleton is located approximately 5kms to the south west of Matlock and dominated by its rugged landscape setting, perched high above the town of Wirksworth on the edge of the limestone plateau and at the foot of Middleton Moor. The village has been shaped by the quarrying industry and which have a dramatic presence within the village, dominating a number of views and the industrial infrastructure of the immediate area. Much of the village is designated as a Conservation Area and also has other designated heritage assets including listed buildings and scheduled monuments.

With regard to the historic environment of the sub-area it should be noted that in addition to the designated heritage assets there are many non-designated heritage assets contained within the Derbyshire Historic Environment Record, plus other assets yet to be identified (i.e. buildings, structure and features of local interest)

Matlock/Wirksworth Sub Area Strategy

8.77 Matlock and Wirksworth are identified as Market Towns in the Settlement Hierarchy and as such are considered to be the most sustainable locations for most new development. The strategy for the Matlock/Wirksworth Sub Area will seek therefore to focus the majority of new development to these settlements, and where appropriate to resist the loss of important employment opportunities and other important services and facilities.

The Peak Sub Region Open Space study (2009) identified that local residents support and are keen that the District Council continue to protect the open spaces along the A6 Corridor between Matlock and Darley Dale. The open spaces protect the identity of the two settlements and ensuring that there is no coalescence.

The Housing Allocations for the Matlock/Wirksworth Sub Area are as follows:

Matlock	171
Wirksworth Allocation	177
Darley Dale Allocation	60
Tansley Allocation	25
Total	433

Table xx Housing Provision in the Matlock / Wirksworth Sub-Area

8.84 Whilst there is no large scale concentrations of industrial development in the Matlock/Wirksworth Sub Area there are however a number of employment sites within the Sub Area that are close to centres of populations that are of strategic importance in terms of the number of jobs that exist on site and their ability to make a significant contribution to the overall principle of delivering sustainable development.

8.85 In addition to these employment sites there are opportunities at Halldale Quarry, Matlock and Middleton Road, Wirksworth to bring forward high quality employment as part of mixed-used developments. The development of these sites will benefit both communities by providing more opportunities for residents to live close to their workplace and be less reliant upon the motor car as the primary mode of transport.

8.87 The Derwent Valley Mills were inscribed as a UNESCO World Heritage Site in December 2001, as recognition of the unique role that the area played in the Industrial Revolution. The designation is a key material consideration to be taken into account by local planning authorities in determining planning and listed building applications. The World Heritage Site Management Plan defines the extent of the area and a 'buffer zone' within which the District Council will seek to ensure that development does not detract from its character, appearance or setting.

8.88 The World Heritage Site still has considerable scope to bring real benefits to the local economy through the growth of its tourism potential and the development of business units to meet emerging growth sectors. The Derwent Valley Mills also provides an opportunity for the area to benefit economically from designation, the development strategy is therefore seek to support maximise its potential. However this should not be at the expense of the World Heritage Site's outstanding universal value.

8.89 There has been a significant amount of investment in Matlock and the surrounding area in the past few years. The completion of a supermarket by Sainsbury's and the A6 town centre relief road at Cawdor Quarry in 2007 has led to many food shopping trips that previously had been undertaken to Chesterfield and other towns to be curtailed.

8.90 However in order to ensure the continued sustainability of Matlock and Wirksworth maintaining and enhancing the vitality and viability of Matlock and Wirksworth town centres is essential to the overall sustainability of these towns and as a means of maintaining its position as one of the main retail centres within the Peak Sub Region and its attractiveness for both residents and visitors. The Matlock Town Centre Supplementary Planning Document (2008) sets out a framework for the development of key town centre sites. Derbyshire Dales District Council has recently appointed developer partners to assist in the regeneration of land at Bakewell Road, one of the key sites in the Matlock Town Centre Supplementary Planning Document

8.91 Considerable public realm improvements to enhance Matlock's landmark Crown Square known as the 'Initial Matlock Public Realm and Surfacing Scheme' (IMPRESS) project have been implemented in the past few years and this has significantly improved the character and appearance of the area through increased landscaping, sensitive use of 'heritage style' street furniture and improvements to highway layout and design.

8.92 Elsewhere the strategy will be to protect existing and where opportunities arise to enhance retail provision, commensurate with the centres current role and function as identified in Peak Sub Region Retail and Town Centre Study Retail Hierarchy.

8.94 Improving accessibility and delivering opportunities for modal shift through the implementation of the Derbyshire Greenways Strategy, the Derwent Valley Cycleway, and the wider Green Infrastructure Network will be supported.

Map 10 Matlock / Wirksworth Sub Area

STRATEGIC POLICY 12 – MATLOCK/WIRKSWORTH SUB AREA

The District Council will deliver the sustainable growth of the Matlock/Wirksworth Sub Area by working with partners to safeguard the role of Matlock and Wirksworth as important market towns serving the rural hinterland, safeguarding the historic character of the settlements, providing an increase in the range of employment opportunities, promoting the growth of a sustainable tourist economy and meeting the housing needs of the local community by:

- Identifying sufficient housing land to meet the needs of the community, including the delivery of appropriate levels of affordable housing;
- Encouraging the growth of employment opportunities by supporting existing business needs, safeguarding sites and identifying new allocations for industrial and business use;
- Making effective use of existing employment sites to retain existing and create new employment opportunities;
- Maintaining and where possible, enhancing the vitality and viability of Matlock and Wirksworth Town Centres, and other local centres within the sub area;
- Protecting the Outstanding Universal Value, and realise the economic potential of the Derwent Valley Mills World Heritage Site;
- Implementing the re-development of key sites identified within the Matlock Town Centre Supplementary Planning Document;
- Continuing to support the role of Matlock Bath as a tourist destination;
- Protecting and Enhancing sites important for their historic, nature conservation and landscape value;
- Protecting Open Spaces from development along A6 that are important for the character and appearance of the area in order to avoid the coalescence of Matlock and Darley Dale;
- Safeguarding the route of the Peak Rail extension to Rowsley from any form of prejudicial development;
- Implementing the delivery of the Derbyshire Greenway Strategy and the Derwent Valley Cycleway;
- Supporting the development of the National Stone Centre as a tourist destination, craft, education, and training and development centre

The following sites have been allocated for development to meet the housing and employment requirements of the plan for the period up to 2028:

Land at Bentley Bridge, Matlock

This greenfield site has an area of approximately 4.35ha and is situated to the north of Matlock. The site has reasonable access to services and is within good

proximity of public transport services although town centre services and facilities would be 20-30 minutes walk away.

The site consists of a series of fields divided by dry stone walls. Bentley Brook runs down the western side and forms the boundary with existing development here. Dense growth of trees and other vegetation is associated with the line of the brook. Land slopes upwards from the brook to the east, initially quite gently then more steeply close to the eastern boundary. Any development on the site will need to ensure that it does not have an adverse impact upon the upper slopes of the site – although the extent of development in this part of the site will need to be informed by a comprehensive landscape character assessment.

The western edge of the site falls within the flood plain and the development of this part of the site will need to be informed by a flood risk assessment. Through careful design and implementation the site not have a significant adverse impact on biodiversity and heritage assets.

SITE ALLOCATION POLICY SA1 – LAND AT BENTLEY BRIDGE, MATLOCK

Planning Permission will be granted for the residential development of land at Bentley Bridge, Matlock as defined on the Proposals Map for a maximum of 65 dwellings subject to compliance with Adopted Local Plan policies and subject to :

- A comprehensive layout and site Masterplan to restrict the extent of development to the lower slopes of the site.
- A comprehensive landscaping plan.
- Transport Assessment including full highways design to demonstrate the provision of a safe access.
- The required proportion of affordable housing.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- The provision of open space on site.
- Flood Risk Assessment, including surface water control measures via the use of SuDS.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.
- Development not adversely affecting the Public Rights of Way crossing the site.

Land at Smedley Street, Matlock

This site is situated adjacent to the Settlement Framework Boundary at Smedley Street to the north of Matlock, and has an area of 0.5ha. The site is greenfield and partially constrained by the presence of mature trees (TPO) towards the northern edge of the site. The site has good access to services and facilities, being near to public transport routes on Smedley Street and facilities at Matlock Bank local centre and close proximity to the town centre. Development of the site is unlikely to adversely affect landscape character.

SITE ALLOCATION POLICY SA2 – LAND AT SMEDLEY STREET, MATLOCK

Planning Permission will be granted for the residential development of land at Smedley Street, Matlock as defined on the Proposals Map for a maximum of 6 dwellings subject to compliance with Adopted Local Plan policies and subject to :

- A comprehensive layout for the development.
- A landscaping plan to indicate the provision of a buffer between the development and the woodland areas to the north of the site.
- Transport Assessment including full highways design to demonstrate the provision of a safe access.
- The required proportion of affordable housing.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- The provision of a scheme for off street parking for new and existing nearby residents.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- Flood Risk Assessment, including surface water control measures via the use of SuDS.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.

Land at Halldale Quarry, Matlock

This sites is an extensive former limestone quarry approximately 1 km to the south west of Matlock town centre. It is accessed, at grade, via Snitterton Road the entrance being close to the new junction with Matlock Spa Road. It has a gross area of about 27 Ha, although only about 12 Ha of the site are capable of being developed for a mixed residential and employment scheme. The location, topography and landscape features of the site mean that if development respects and incorporates valuable existing tree belts and wildlife habitat there is likely to be little adverse impact on landscape character.

Any development within the site will make a considerable contribution to the achievement of sustainable development in Matlock. To ensure that the development of the site does not have a detrimental impact on the residents of the settlements of Oker, Snitterton, Winster, Wensley and Darley Bridge preference is for access into and out of the site to be solely from the east only. It would however be necessary for this to be confirmed as an appropriate course of action by the submission of a transport assessment.

SITE ALLOCATION POLICY SA3 – LAND AT HALLDALE QUARRY

Planning Permission will be granted for a mixed use development comprising a maximum of 100 dwellings and 7 hectares of employment land at Halldale Quarry,

Matlock as defined on the Proposals Map, subject to compliance with Adopted Local Plan policies and subject to :

- A comprehensive layout and site Masterplan for the development.
- A detailed phasing programme covering the entire site, such a programme to ensure the provision of the employment development and residential development concurrently or as otherwise agreed with the District Council.
- A comprehensive landscaping plan.
- Transport Assessment including full highways design to demonstrate the provision of a safe access.
- The required proportion of affordable housing.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- The provision of open space on site.
- Flood Risk Assessment, including surface water control measures via the use of SuDS.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.
- Any development on the site not having an adverse impact upon any nearby heritage assets and the setting of the Conservation Area; and the implementation of appropriate measures to mitigate any negative impacts on these assets.

Land Adjacent to Coneygreave House, Wirksworth

The greenfield site is located adjacent to the existing Settlement Framework Boundary of Wirksworth and has an area of 0.91 ha. The site is accessed from Cromford Road. As a greenfield site the development would result in some environmental impact upon biodiversity and natural assets, however there are no environmental designations on the site and it falls outside the Conservation Area. Development of the site would form an extension to the built up area of Wirksworth and may be integrated, through design and landscaping into the settlement pattern. The site has good access to services, facilities and employment opportunities in Wirksworth and is near to public transport

SITE ALLOCATION POLICY SA4 – LAND ADJACENT TO CONEYGREAVE HOUSE, WIRKSWORTH

Planning Permission will be granted for the residential development of land at Coneygreave House, Wirksworth as defined on the Proposals Map for a maximum of 27 dwellings subject to compliance with Adopted Local Plan policies and subject to :

- A comprehensive layout for the development.
- A landscaping plan to indicate the provision of a buffer associated with the stream between and the proposed residential development and the Conservation Area, and along the south western boundary in order to maintain a degree of openness between the northern and southern parts of the Wirksworth.

- Transport Assessment including full highways design to demonstrate the provision of a safe access.
- The required proportion of affordable housing.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- The provision of open space on site.
- Flood Risk Assessment, including surface water control measures via the use of SuDS.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.
- The submission of a report that demonstrates the stability of the site to accommodate residential development.

Land at Stancliffe Quarry, Darley Dale

This redundant quarry, which was part of the original grounds of Stancliffe Hall, has an area of approximately 10ha and lies adjacent to the existing Settlement Framework Boundary of Darley Dale. The site is well located in terms of public transport links along the A6 to local services and facilities in Darley Dale.

A considerable area of the site comprises protected woodland the loss of which, as a consequence of development, would have a high adverse impact on landscape character. However the quarry face and embankments combined with the woodland create an effective screen to all views from the surroundings. Development is likely to have no adverse impact on local visual amenity as long as these elements remain in place. As such the quarry floor is suitable for development subject to the protected woodland being retained.

SITE ALLOCATION POLICY SA5 – LAND AT STANCLIFFE QUARRY, DARLEY DALE

Planning Permission will be granted for the residential development of land at Stancliffe Quarry, Darley Dale as defined on the Proposals Map for a maximum of 60 dwellings subject to compliance with Adopted Local Plan policies and subject to :

- A comprehensive layout and site Masterplan for the development.
- A comprehensive landscaping plan for the whole site.
- A comprehensive woodland and landscaping management plan for the whole site
- The submission of a scheme for the extraction of stone and off-site storage prior to commencement of the development.
- The submission of a scheme for the stabilisation of the north east quarry face adjacent to Stancliffe Hall
- Transport Assessment including full highways design to demonstrate the provision of a safe access.
- The required proportion of affordable housing.

- The provision of an appropriate mix of housing types to meet the needs of the community.
- The provision of open space on site.
- Flood Risk Assessment, including surface water control measures via the use of SuDS.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.
- The submission of an Historic Environment Assessment for the site and the surrounding area associated with Stancliffe Hall.
- The submission of a report that assess any potential contamination on the site, and in the event that remedial works are required the extent of any mitigation measures to enable the site to be brought forward for residential development.

Land at Middleton Road, Wirksworth

This is an extensive area of previously developed land to the rear of the Ravenstor Industrial Estate and extends across to Middleton Road. The site is situated approximately 0.8 km to the north of Wirksworth Town Centre and has an area of approximately 9 hectares. Although much of the site is derelict and will require much reclamation it is situated in a good location relative to local shops and services and Wirksworth town centre.

The site is relatively flat, although the land rises slightly to the west offering pleasant views to the northeast of the Peak District. The site is bounded by Middleton Road (B5023) to the west and Cromford Road (B5036) to the east.

This site has been a long standing allocation of employment development within the adopted Derbyshire Dales Local Plan. However evidence suggests that bringing the site forward for employment development is not commercially viable. Consequently in order to deliver a sustainable employment site for Wirksworth it is considered appropriate to release part of it for residential development as part of a mixed-used scheme.

The Wirksworth Conservation Area abuts the south eastern boundary of the site and the Middleton Conservation area lies adjacent to the northern boundary. The Bolehill Conservation Area is also located in close proximity ~~of~~ the site and there is also a scheduled monument adjacent to the site boundary. Development on the site will need to take account of the significance of these designations.

The site includes former mine workings within several fields which support small areas of Calaminarian grassland. Local Wildlife Site (DD451) lies within and adjacent to the site for development. Appropriate mitigation measures, should be imposed to protect the local wildlife site and any other habitats of high value as far as possible from detrimental impacts.

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SITE ALLOCATION POLICY SA6 – LAND AT MIDDLETON ROAD, WIRKSWORTH

Planning Permission will be granted for a mixed use development comprising a maximum of 150 dwellings and 4 hectares of employment land at Middleton Road, Wirksworth as defined on the Proposals Map, subject to compliance with Adopted Local Plan policies and subject to :

- A comprehensive layout and site Masterplan for the development.
- A detailed phasing programme covering the entire site, such a programme to ensure the provision of the employment development and residential development concurrently or as otherwise agreed with the District Council.
- A comprehensive landscaping plan, including the provision of a substantial landscape buffer should be established between the development and Local Wildlife Site DD451, which sits within the north-western boundary of the site-
- Transport Assessment including full highways design to demonstrate the provision of a safe access.
- The required proportion of affordable housing.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- The provision of open space on site.
- Flood Risk Assessment, including surface water control measures via the use of SuDS.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.
- The submission of an Historic Environment Assessment which considers the impact of development on archaeology within and adjacent to the site, and the setting of the Wirksworth Conservation Area and the Bolehill Conservation Area.
- The submission of a report that assesses any potential contamination on the site, and in the event that remedial works are required the extent of any mitigation measures to enable the site to be brought forward for mixed-use development.

Land at Whitelea Nursery, Tansley

This brownfield site has an area of 0.99ha and currently is in use as a nursery and associated garden land with poly tunnels, large sheds, display, grassed and servicing areas, dividing hedges and hard surfacing covering the site. The site is situated to the north west of Tansley adjacent to the existing Settlement Framework Boundary. The site is in relatively close proximity to the village centre and services and facilities and does not contain any significant environmental constraints. Development of the site would not have a detrimental impact upon heritage assets. Subject to safeguarding as much of the existing hedgerow/tree screen, development can be accommodated on this site without any significant adverse impact on the landscape.

SITE ALLOCATION POLICY SA7 – LAND AT WHITELEA NURSERY, TANSLEY

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Planning Permission will be granted for the residential development of land at Whiteleas Nursery, Tansley as defined on the Proposals Map for a maximum of 25 dwellings subject to compliance with Adopted Local Plan policies and subject to :

- A comprehensive layout for the development.
- Transport Assessment including full highways design to demonstrate the provision of a safe access, minimising the impact upon existing roadside planting.
- The provision of an adequate footpath link between the site and Tansley.
- The required proportion of affordable housing.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- Flood Risk Assessment, including surface water control measures via the use of SuDS.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.

ASHBOURNE SUB AREA

Ashbourne Sub Area Spatial Portrait

8.95 The Ashbourne Sub-Area comprises of the market town of Ashbourne and its surrounding rural hinterland. It has a population of 13,866 and an area of 15,450 hectares.

8.96 Ashbourne is known as the 'Gateway to Dovedale'. It is an attractive historic town, with origins in the medieval period. Much of the town centre is designated as a Conservation Area. Ashbourne is renowned as being one of the finest Georgian towns in England, its prosperity during the 18th and early 19th centuries has left an architectural legacy of important buildings which now form a distinctive characteristic of the town centre. The core of the town is designated as a Conservation Area but also has other designated heritage assets including an unusually large number of listed buildings in recognition of its important and fine architectural heritage. In addition to the designated heritage assets there are many non-designated heritage assets contained within the Derbyshire Historic Environment Record, plus other assets yet to be identified (i.e. buildings, structure and features of local interest. ~~To the north-west of the town is some of the finest landscape in the County.~~ The population of the town grew from 5579 in 1971 to 7664 in 2001. The town is well served by a good variety of services and facilities. As a market town it acts as a focus for public transport. There is also good public transport links to the main employment area on the former Ashbourne airfield.

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8.97 The sub area sits predominantly in Needwood and South Derbyshire Claylands landscape character types. Much of the area is attractive countryside with areas of Grade 2 and 3A agricultural land. Although Ashbourne is situated within a large rural hinterland and is largely self-contained there is a considerable amount of commuting both to and from Derby and Uttoxeter.

8.98 Ashbourne town is the main employment and service centre for the southern part of Derbyshire Dales. Ashbourne was identified in the Peak Sub Region Retail and Town Centre Study Retail Hierarchy as one of the main retail centres within the Peak Sub Region having regard to the range of shopping and non-retail service facilities within each centre, the extent of its catchment and its current market share. Maintaining and enhancing the vitality and viability of Ashbourne town centre is essential to the overall sustainability of the town. The Ashbourne Airfield Industrial Estate, which sits to the south east of the town acts as the main focus for employment opportunities. Waterside Park, on the site of the former Nestle factory has broadened the range and quality of modern office and employment premises within the town.

8.99 There remains significant amount of previously developed land, which is a remnant of the former airfield to the east of the current Ashbourne Airfield

Industrial Estate. This has the potential for re-development for mixed-uses and as a means of providing a second access into the Industrial Estate, which would relieve considerable congestion at the current Blenheim Road/Derby Road junction.

8.100 Congestion in Ashbourne Town Centre has caused significant problems for a considerable time. The volume of traffic passing through the centre has a detrimental impact on environmental quality and effects the character and appearance of the area. A southern bypass for the town was constructed in the 1990's as a means of relieving the town centre of traffic. However the construction of a long planned western bypass, as a means of further improving the local environment within the town centre, has yet to receive the necessary priority and funding from Government. Consequently any new development in Ashbourne needs to ensure that it does not have an adverse impact upon traffic congestion within the town centre.

8.101 Doveridge is the next largest settlement in the Ashbourne Sub Area. It is situated approximately 3kms to the west of Uttoxeter in Staffordshire. There is no designated Conservation Area at Doveridge but does include other designated heritage assets including listed buildings and a scheduled monument. In addition to the designated heritage assets there are many non-designated heritage assets contained within the Derbyshire Historic Environment Record, plus other assets yet to be identified (i.e. buildings, structure and features of local interest). Although its population grew in the 1960's by nearly 100%, it fell in the 1970's. The current level of 1452 is only 10% higher than it was in 1971 (ONS, 2001). The size of the village's population has however been sufficient to maintain the viability of all the key services. Whilst the village acts as commuter village for Uttoxeter there are good public transport links. The growth of the settlement, in terms of achieving patterns of sustainable development, has been unbalanced. Whilst there are opportunities to new development within the village, the A50 Doveridge Bypass has however placed considerable pressure for new development outside of the village.

8.102 Many of the villages within the Ashbourne rural hinterland have very small populations and very limited local access to services and facilities, without having to rely upon the motorcar. The strategy for the continued sustainability of these communities will need to focus on improving access to services and facilities because large scale development, as a means of improving the viability of local services and facilities is likely to have a significant impact upon the character and appearance of these villages. Many of these villages are designated Conservation Area but also have other designated heritage assets including listed buildings, scheduled monuments and registered historic parks and gardens. In addition to the designated heritage assets there are many non-designated heritage assets contained within the Derbyshire Historic Environment Record, plus other assets yet to be identified (i.e. buildings, structure and features of local interest).

Ashbourne Sub Area Strategy

8.103 Ashbourne is identified as a Market Town in the Settlement Hierarchy and as such is the most sustainable location for most new development. Doveridge is the largest other village within the Ashbourne Sub Area. New residential development within Doveridge will provide support for the existing services and facilities and contribute to meeting local needs. The strategy for the Ashbourne Sub Area will therefore be to focus the majority of new development to Ashbourne itself along with an appropriate amount of new residential development in Doveridge. The strategy will also entail seeking to resist the loss of important employment opportunities and other important services and facilities - especially in the more remote, less accessible parts of the Sub Area. In these more remote areas the strategy will be to address social exclusion by seeking to improve accessibility to shops and services for local residents.

8.108 The housing allocations for the Ashbourne Sub Area are as follows:

Ashbourne	423
Doveridge	27
Total	450

Table xx Housing Provision in the Ashbourne Sub-Area

8.109 The Ashbourne Airfield Industrial Estate is the largest industrial estate within plan area. As such it remains an important component in maintaining the sustainability of Ashbourne by providing an opportunity for local residents to use other modes of transport than the motor car to access this site. Its location and size are such that it is of strategic importance to the town and the surrounding rural hinterland.

The site suffers from significant congestion into/out of the site at peak hours because there is only one access point. Releasing some of the brownfield land to the east as part of a mixed-use development for high quality employment development could be provide a second access and thereby mitigate any congestion at the current access point.

8.110 Elsewhere in the Ashbourne Sub Area Waterside Business Park is a modern high quality office development that has been brought forward on the site of the former Nestle factory. Furthermore the Henmore Trading Estate is an important employment area which provides opportunities for small scale local businesses. Both these are situated within the Settlement Framework Boundary of Ashbourne and are important because of the contribution they make to delivering sustainable development.

8.111 Maintaining the vitality and viability of Ashbourne town centre is essential for the overall sustainability of the town. The re-development of the former Nestle factory on Clifton Road has broadened the extent of the retail provision within the town. There is however very little capacity for additional growth in retail floorspace in Ashbourne, and few sites available within or on the edge of the town centre. The strategy will be to safeguard and where opportunities arise to improve the environment of Ashbourne town centre, as a means of maintaining its position as one of the main retail centres within the Peak Sub Region and its attractiveness for both residents and visitors.

8.112 The strategy for ensuring the continued sustainability of the rural villages situated within the Ashbourne Sub Area will be to support appropriate levels of affordable housing to meet local needs, and where feasible seek to improve access to services and facilities.

Queen Elizabeth Grammar School is already at capacity and the extent of new housing in the Ashbourne Sub Area will require additional spaces to be provided at the school. To ensure that the spaces are available will require the developers of sites in Ashbourne make an appropriate financial contribution in accordance with the Local Education Authorities Standard formula.

Doveridge supports a general stores and post office business, the Doveridge Village Club, the Cavendish Arms pub and the Village Hall, all of which are located within walking distance of the main residential areas of the village. The strategy is to bring forward new development in the village that will continue to support these important services and facilities. However new development within the village will need to include appropriate noise attenuation measures to mitigate any the impact of the road surface noise of the A50 which bypasses the village.

Furthermore, given the relationship of Doveridge with Uttoxeter in respect of shops and other services, in order to provide choice over the means of transport to access such services and facilities it will be necessary to ensure the maintenance of good public transport links between the two settlements.

Discussions with Derbyshire County Council and Staffordshire County Council have indicated that new development within the village may need to make a financial contribution towards improvements in education facilities both within the village and also within Uttoxeter.

The provision of new housing development within Doveridge will enable the provision of affordable housing, which would have potential benefit to those older and younger residents of the village that may be in need – a key issue identified in the Draft Doveridge Neighbourhood Development Plan produced by Doveridge Parish Council in August 2012.

~~Cannock Chase Special Area of Conservation (SAC) in Staffordshire is designated as an SAC because the extent of its European Dry Heath habitat, is regarded as one of the best areas in UK. Appropriate Assessment work commissioned by a consortium of five authorities surrounding or adjacent to Cannock Chase SAC has identified that residential development within a 12 miles zone of influence of the Cannock Chase SAC could potentially adversely affect the European designated site as a result of recreational pressure. The 12 mile zone of influence includes Doveridge, where new housing development is proposed. A Cannock Chase Visitor Impact Mitigation Strategy has been prepared and an implementation plan for visitor mitigation will be prepared in the near future. In order to prevent adverse effects on Cannock Case SAC, the District Council will work in partnership with other local authorities and support the delivery of the implementation plan, with the implementation of relevant measures if necessary. As a consequence any sites brought forward for residential in Doveridge may be required to make a financial contribution towards the implementation plan by entering into a S106 Obligation.~~

INSERT MAP OF ASHBOUNRE SUB AREA
Map 11 Ashbourne Sub Area

STRATEGIC POLICY 12 – ASHBOURNE SUB AREA

The District Council will seek to deliver the sustainable growth of the Ashbourne Sub Area by working with partners to safeguard the role of Ashbourne as an important historic market town serving the rural hinterland, safeguarding the historic character of the settlements within the sub area, providing an increasing range of employment opportunities, promoting the growth of a sustainable tourist economy, improving accessibility to services and facilities across the sub area and meeting the housing needs of the local community by:

- Identifying sufficient housing land to meet the needs of the community, including the delivery of appropriate levels of affordable housing;
- Encouraging the growth of employment opportunities by supporting existing business needs, safeguarding sites and identifying new land allocations for industrial and business use;
- Protecting and enhancing the attractive historic town centre of Ashbourne;
- Maintaining and where possible enhancing the vitality and viability of Ashbourne Town Centre, and other services and facilities elsewhere in the sub area;
- Making effective use of existing employment sites to retain existing and create new employment opportunities;
- Protecting the character of the large rural hinterland and sustain village shops and services;
- Minimising the impact of traffic movements within Ashbourne town centre;
- Improving access to shops and services for the small rural communities within the Ashbourne Sub Area;
- Increasing capacity for school places at Queen Elizabeth Grammar School, Ashbourne

The following sites have been allocated for development to meet the housing and employment requirements of the plan for the period up to 2028:

Land at Ashbourne Airfield, Ashbourne

This site is located on land associated with the former airfield, between Derby Road and the A52 in the west, the A517 in the north, open countryside to the east and extending just beyond Ladyhole Road in the south. The site comprises of an expansive and open area of grassland crossed by concrete runways, and is part of an upland plateau being elevated above the general level of its immediate surroundings.

Although the site is situated some distance from Ashbourne town centre as a large brownfield of over 100 hectares it provides the opportunity to deliver a high quality mixed-use development that would improve the environmental quality of the area, affordable housing as well as provide support for existing services and local employment opportunities. Furthermore it also provides the opportunity for a second access point to be provided into the adjacent industrial area.

SITE ALLOCATION POLICY -SA8 – LAND AT ASHBOURNE AIRFIELD, ASHBOURNE

Planning Permission will be granted for a mixed use development comprising approximately 367 dwellings and 8 hectares of employment land at Ashbourne Airfield, Ashbourne as defined on the Proposals Map, subject to compliance with Adopted Local Plan policies and subject to:-

- A comprehensive layout and site Masterplan for the development incorporating community facilities proportionate to serve the needs of future residents of the site and provision for public transport, cycle and pedestrian routes to Ashbourne town centre. No development shall take place on land to the south east of Lady Hole Lane. Development shall have regard to the proximity of existing uses and the need to ensure adequate environmental safeguarding.
- A detailed phasing programme covering the entire site which indicates that prior to the occupation of no more than 30% of the dwellings, the employment land shall be laid out and serviced ready for future development;
- A comprehensive landscaping plan including provision of a substantial landscape buffer between any new development, Bradley Wood and the surrounding countryside;
- Transport Assessment including full highways design to demonstrate the provision of a safe access link from the A52- to Blenheim Road.
- The required proportion of affordable housing.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- The provision of open space on site.

- Flood Risk Assessment, including surface water control measures via the use of SuDS and comprehensive drainage network surveys to confirm the route of, and assess the capacity of, existing site drainage infrastructure.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.
- The submission of an archaeological assessment, prior to the commencement of development, which makes adequate provision for the recording of any archaeological features.

Land at Hillside Farm (North), Ashbourne

This site is situated on the southern side of Station Street, close to Ashbourne town centre, immediately adjacent to the Settlement Framework Boundary, and has an area of approximately 0.88 ha. The site is accessed from Station Street to the north.

The site is part of the southern slope of the Henmore Brook Valley. The upper parts of the site, would be most visible from the conservation area, and the design and layout of the site will need to take into account its significance. A substantial hedge which marks the southern boundary will need to be subject to appropriate protection.

SITE ALLOCATION POLICY SA9 – LAND AT HILLSIDE FARM (NORTH), ASHBOURNE

Planning Permission will be granted for the residential development of land at Hillside Farm (North), Ashbourne as defined on the Proposals Map for a maximum of 16 dwellings subject to compliance with Adopted Local Plan policies and subject to :

- A comprehensive layout for the development.
- Transport Assessment including full highways design to demonstrate the provision of a safe access.
- The required proportion of affordable housing.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- Flood Risk Assessment, including surface water control measures via the use of SuDS.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.
- The submission of an Historic Environment Assessment which sets out the impact of the proposed development on the setting of the Ashbourne Conservation Area.

Land at Hillside Farm (South/West), Ashbourne

This site is an area of greenfield land currently in use as open grassland/agricultural land approximately 1.65 hectares in area immediately adjacent to the Settlement Framework Boundary of Ashbourne and in an area that is predominantly residential. Comprising a single relatively flat field, it has been most recently used for informal grazing.

Access to the site is off Lodge Farm Chase to the west of the site. The town centre is located approximately 1.12km to the north east of the site, and as such is accessible to a wide range of shops, services and community facilities, including Hilltop Infant and Nursery School, Parkside Junior School, and Queen Elizabeth's Grammar School.

The northern and southern site boundaries are bounded by a dense strip of woodland. Existing residential properties form the western boundary with a mature hedgerow forming the boundary to the east. Consequently any development of the site will need to ensure that it does not have any adverse impact upon these features and the wider landscape.

SITE ALLOCATION POLICY SA10 – LAND AT HILLSIDE FARM (SOUTH/WEST), ASHBOURNE

Planning Permission will be granted for the residential development of land at Hillside Farm (West), Ashbourne as defined on the Proposals Map for a maximum of 40 dwellings subject to compliance with Adopted Local Plan policies and subject to :

- A comprehensive layout for the development.
- Transport Assessment including full highways design to demonstrate the provision of a safe access.
- The required proportion of affordable housing.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- The provision of open space on site.
- Flood Risk Assessment, including surface water control measures via the use of SuDS.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.

Land at Cavendish Cottage/Marston Lane, Doveridge

This site is situated to the north of Doveridge and has an area of 2.03 Ha, and has good access to the services and facilities within the village.

It comprises two fields, the western currently used for grazing and the eastern site for camping/caravanning. The site is generally level, open grassland

bounded by native species hedgerows, hedgerow trees and in places post and rail fencing. There are two properties Lyndene and Cavendish Cottage on the site.

Development of this site would enable the provision of affordable housing that would be of benefit to the elderly and young people within the village that are in housing need. As the site is situated to the north of Derby Road mitigation measures will need to be incorporated into the design and layout of the development to take account the impact that noise from the A50 may have on residential amenity.

SITE ALLOCATION POLICY SA11 – LAND AT CAVENDISH COTTAGE / MARSTON LANE, DOVERIDGE

Planning Permission will be granted for the residential development of land at Cavendish Cottage/Marston Lane, Doveridge as defined on the Proposals Map for a maximum of 27 dwellings subject to compliance with Adopted Local Plan policies and subject to :

- A comprehensive layout for the development.
- The submission of a scheme that sets out noise attenuation measures across the site and for each dwelling on the site.
- Transport Assessment including full highways design to demonstrate the provision of a safe access.
- The required proportion of affordable housing.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- Flood Risk Assessment, including surface water control measures via the use of SuDS.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.

SOUTHERN PARISHES SUB AREA

Southern Parishes Sub Area Spatial Portrait

8.115 The Southern Parishes are situated in the Southern and Eastern part of the Derbyshire Dales, and form part of the wider Derby Travel-To-Work Area. It is predominately open countryside, and high quality agricultural land, which make it a very attractive area in which to live and work.

8.116 The landscape is rich and varied with the northern area situated within the Derbyshire Fringe and Lower Derwent Valley, and the southern area situated within the Needwood and South Derbyshire Claylands. The high quality landscapes are important assets for the area. The quality of the environment and its protection and enhancement is important for quality of life and also for the social and economic benefits it brings to the area and local community.

8.117 The Southern Parishes have a population of 3,922 and an area of 8,588 hectares. The three largest villages in this Sub Area are Brailsford, Hlland Ward, and Kirk Ireton.

8.118 Brailsford straddles the A52 which links Ashbourne with Derby. The older parts of the village lie alongside the A52, more modern growth has taken place to the north of the A52 and east of Luke Lane. Part of the village is designated a Conservation Area but also has other designated heritage assets including listed buildings and a scheduled monument. In addition to the designated heritage assets there are many non-designated heritage assets contained within the Derbyshire Historic Environment Record, plus other assets yet to be identified (i.e. buildings, structures and features of local interest). The population has grown from 668 in 1961 to 938 in 2001. The village is served by a range of facilities including a school and village hall. The school is, however, at capacity and the buildings that it occupies are inadequate. Although a site has been safeguarded for its replacement on Luke Lane for a number of years it has yet to be brought forward by Derbyshire County Council as Local Education Authority.

8.119 Hlland Ward is situated approximately 8kms to the east of Ashbourne, either side of the A517 Belper to Ashbourne road. The village has expanded very rapidly, with its population rising from 325 in 1961 to 989 in 2001. The rate of population growth has however slowed in recent times. The village has a range of community facilities including a school and village hall, and in recent years two affordable housing developments have been brought forward to meet local needs. Its location on the A517 ensures that the village has good public transport links for commuting to Ashbourne and Belper, and Derby. Hlland Ward does not have a designated Conservation Area although within its parish it has designated heritage assets including listed buildings and two scheduled monuments (at Hlland village). In addition to the designated heritage assets there are many non-designated heritage assets contained within the Derbyshire Historic

Environment Record, plus other assets yet to be identified (i.e. buildings, structure and features of local interest).

8.120 Kirk Ireton is situated approximately 4kms south of Wirksworth and surrounded by rolling countryside, some of which is the most attractive in Derbyshire. Kirk Ireton is a designated Conservation Area but also has other designated heritage assets including listed buildings. In addition to the designated heritage assets there are many non-designated heritage assets contained within the Derbyshire Historic Environment Record, plus other assets yet to be identified (i.e. buildings, structure and features of local interest). The population of the village has risen steadily from 314 in 1961 to 469 in 2001. In order to meet local needs an affordable housing scheme has been brought forward in the village over recent years.

8.121 Elsewhere the Southern Parishes Sub Area consists of smaller villages such as Longford, and Hollington, and remote hamlets such as Biggin and Callow. Many of these villages are designated Conservation Areas but also have other designated heritage assets including listed buildings, scheduled monuments and registered historic parks and gardens. In addition to the designated heritage assets there are many non-designated heritage assets contained within the Derbyshire Historic Environment Record, plus other assets yet to be identified (i.e. buildings, structures and features of local interest).

8.122 Although the A52 which links Ashbourne with Derby runs through Brailsford and has frequent bus services, the remainder of the Sub Area is not well served by public transport. This creates problems in terms of access to services and facilities. The strategy for the continued sustainability of these communities will need to focus on improving access to services and facilities because large scale development, as a means of improving the viability of local services and facilities, is likely to have a significant impact upon the character and appearance of these villages.

Southern Parishes Sub Area Strategy

8.123 The Southern Parishes Sub Area, because of the nature and extent of the area, has not been a focus for strategic growth and all new housing development that has come forward has been small scale.

The housing allocations for the Southern Parishes Sub Area are as follows:

Brailsford Allocation	50
Total	50

Table xx Housing Provision in the Southern Parishes Sub-Area

Brailsford Primary School is situated on a restricted site with poor access off the main road through the village, with two of the largest classrooms and school office housed in temporary buildings. Derbyshire County Council has been actively pursuing opportunities for a replacement school on an alternative site within the village. The County Council has advised that the most cost effective way for the replacement school to be provided is for it to be part of a development package. Accordingly to assist the delivery of a new primary school for the village, Brailsford was identified as the preferred location to accommodate new residential development within the Southern Parishes Sub Area. Land at Luke Lane has been identified as the preferred site for a new school, to be brought forward in conjunction with residential development on the adjacent land.

The strategy for ensuring the continued sustainability of the rural villages situated within the Southern Parishes Sub Area will be to support appropriate levels of affordable housing to meet local needs, and where feasible to seek to improve access to services and facilities.

Picture 1 Southern Parishes Sub Area

STRATEGIC POLICY 13 – SOUTHERN PARISHES SUB AREA

The District Council will seek to deliver the sustainable growth of the Southern Parishes Sub Area by working with partners to safeguard the historic character of the settlements within the sub area, improving accessibility to services and facilities across the sub area and meeting the housing needs of the local communities by:

- Identifying opportunities to deliver housing land to meet the needs of the community including appropriate levels of affordable housing;
- Protecting the Open Countryside and high quality environment;
- Protecting the character and local distinctiveness of the villages and hamlets;
- Protecting and Enhancing the shops and services in the small rural communities within the Southern Parishes Sub Area;
- Supporting enhancements to key community services, and infrastructure including working in partnership with Derbyshire County Council as local education authority to deliver a suitable replacement for Brailsford Primary School.

Land at Luke Lane, Brailsford

This site is situated on the north western side of Luke Lane, and has an area of 5.29 Ha. The site is situated within 5-10 minutes walk of village facilities and is close to public transport.

The site currently comprises of agricultural land which extends beyond the northern and western boundaries while a small industrial complex – former

cheese factory – occupies land to the south. The southern boundary of the site is marked by the track that accesses the telephone exchange.

In the south eastern corner of the site there is an area of disturbed, undulating ground part of which is occupied by a pond the rest being colonised by scrub vegetation (mainly hawthorn). The land slopes gently from north to south. The hedges forming the northern boundary of the site and along Luke Lane are the best developed and create an effective visual screen.

Development of the site provides the opportunity to provide a replacement primary school for the village, and some affordable housing. Access to the site and the wider impact upon the highways network will need to be considered by way of a comprehensive transport assessment.

SITE ALLOCATION POLICY SA12 – LAND AT LUKE LANE, BRAILSFORD

Planning Permission will be granted for the residential development and the provision of a replacement primary school on land at Luke Lane, Brailsford as defined on the Proposals Map for a maximum of 50 dwellings subject to compliance with Adopted Local Plan policies and subject to :

- A comprehensive layout for the development.
- The submission of a phasing plan that indicates that prior to the occupation of no more than 50% of the dwellings the primary school is constructed and ready for occupation by the Local Education Authority.
- Transport Assessment including full highways design to demonstrate the provision of a safe access.
- The required proportion of affordable housing.
- The provision of an appropriate mix of housing types to meet the needs of the community.
- The provision of open space on site.
- Flood Risk Assessment, including surface water control measures via the use of SuDS.
- Ecological Assessment.
- Developer contributions towards the provision of necessary infrastructure, educational services and other community services including open space,
- Design reflecting the Landscape Character Supplementary Planning Document.

9. Implementation and Monitoring

Delivering the Local Plan

9.1 A Local Plan to be “sound”¹ has to be deliverable over the plan period.

The delivery of this Local Plan will therefore:

- Be based on a partnership approach, and not just based on the granting or refusal of planning permissions
- Be flexible to reflect to changing circumstances, and have appropriate contingency measures in place
- Be monitored to determine how well the plan is performing against indicators and targets

9.2 Progress on delivering the spatial vision and character objectives will be monitored. This will determine how effective the policies and proposals are, and provide an indication of the need for a review to be undertaken.

Implementation and Delivery of Policies

The focus of the Local Plan will be on implementation and setting out agreed delivery mechanisms to ensure that policies achieve what they are set out to do within the required time frame.

A key element of the delivery of the Local Plan is the provision of essential community infrastructure to support the growth that is envisaged. The Local Plan will seek to optimise existing infrastructure in appropriate locations and seek new infrastructure.

Provision of Community Facilities and Infrastructure (Strategic Objective SO12)

Community services and facilities include education, health and social services, public and emergency services, village halls, community buildings, social clubs, libraries, cultural facilities, places of worship, allotments and cemeteries. The term “infrastructure” is used to refer to all of the social, physical and “green” facilities needed for the proper functioning of the Plan Area and the communities within it, having regard also to the interaction with the surrounding areas and includes the provision of infrastructure by the Utility Companies such as Severn Trent Water, and United Utilities.

The approach towards infrastructure is firstly to make the most of the capacity of existing infrastructure, encouraging behavioural change where this will enable more efficient use of the existing infrastructure, remedying any major deficiencies

¹ Paragraph 182 NPPF

in existing infrastructure and providing new infrastructure that is needed to serve the new development proposed in this Local Plan.

In preparing the Local Plan the District Council has worked jointly with High Peak Borough Council, the Peak District National Park, Derbyshire County Council and other neighbouring local planning authorities to consider whether there are any issues of strategic importance that require close co-operation to deliver the Local Plan. Furthermore the District Council has held discussions with key infrastructure providers to ensure that plans are in place for the delivery of key infrastructure. Whilst the District Council has sought to determine that there are suitable mechanisms in place to deliver the necessary infrastructure there remains a few areas which will require detailed feasibility studies by delivery agencies to ensure the infrastructure will be in place to support the growth across the plan area.

STRATEGIC POLICY 1514 – INFRASTRUCTURE

The release of land for development will be dependant on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development. Suitable arrangements will be put in place to improve infrastructure, services and community facilities, where necessary.

This will be achieved by:

- Providing for health and social care facilities, in particular supporting the proposals that help to deliver the Derbyshire Health and Wellbeing Strategy and other improvements to support local Clinical Commissioning Groups;
- Ensuring that new development will not harm or be prejudicial to improving educational attainment, accessibility to services and jobs, and the health and well-being of local communities;
- Facilitating enhancements to the capacity of education establishments throughout the Plan Area;
- Securing new transport infrastructure to encourage modal shift and where relevant address traffic congestion;
- Providing for strategic enhancement of the energy supply network;
- Supporting improvements to telecommunications and high speed broadband infrastructure;
- Encouraging as part of any new developments the on-site provision of ducting and as appropriate cabling to facilitate the future upgrade of cable broadband to the premises.
- Protecting and enhancing the green infrastructure network across the plan area
- Ensuring environmental infrastructure (e.g. water supply; wastewater treatment; waste etc) is brought forward in conjunction with new development
- Supporting improvements to and expansion of the telecommunications and high speed broadband infrastructure networks.

New development will only be permitted where the utility, transport and community infrastructure necessary to serve it is either available, or where suitable arrangements are in place to provide it. Arrangements for the provision, or improvement of infrastructure, to the required standard will be secured by planning obligation or, where

appropriate, via conditions attached to a planning permission. This will ensure that the necessary improvements can be completed prior to occupation of development, or the relevant phase of a development.

The adequacy of infrastructure provision throughout the Plan Area will be the subject of regular monitoring and review between the District Council and the relevant infrastructure providers to ensure the Local Plan remains deliverable.

The District Council will work with service and infrastructure providers with the aim of ensuring the delivery of adequate infrastructure and services, to serve the development needs of the Plan Area. Consideration will be given to ensuring that any adverse impacts arising are minimised, and that decisions on the provision of such infrastructure are taken on the basis of environmental sustainability as well as cost. Particular attention will be given to addressing the needs of those areas which experience economic and/or social deprivation.

Table xx below shows how each of the policies will be implemented and which agencies will be involved. In many cases the detailed implementation of the policies will be delivery of the site allocations and through the determination of planning applications. However in other cases delivery will depend on partnership working with other agencies and stakeholders.

Local Plan Policies	Principle Outcomes	Implementation Mechanism/Infrastructure Requirements	Delivery Agency
NATIONAL PLANNING POLICY FRAMEWORK - PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT	Proactive approach to supporting development proposals that deliver appropriate levels of growth across the plan area	Determination of Planning Applications	DDDC
STRATEGIC POLICY 1 – SUSTAINABLE DEVELOPMENT PRINCIPLES	Ensuring all communities are sustainable and that developments are suitable	Determination of Planning Applications Working with Partners	DDDC Developers
STRATEGIC POLICY 2 – SETTLEMENT HIERARCHY	Directs the distribution of development to sustainable locations, provides affordable housing and ensures accessible locations to services and facilities	Determination of Planning Applications	DDDC Developers
DEVELOPMENT MANAGEMENT POLICY 1 – DEVELOPMENT WITHIN SETTLEMENT FRAMEWORK BOUNDARIES	Effective use of land within the built areas, and development that is well related to existing services and facilities	Determination of Planning Applications	DDDC Developers
DEVELOPMENT MANAGEMENT POLICY 2 – DEVELOPMENT IN THE COUNTRYSIDE	Protection of the countryside from inappropriate and unsustainable development	Determination of Planning Applications	DDDC Developers
DEVELOPMENT MANAGEMENT POLICY 3 – AGRICULTURAL AND RURAL WORKERS DWELLINGS	Provision of dwellings that are required to support the rural economy	Determination of Planning Applications	DDDC Developers
DEVELOPMENT MANAGEMENT POLICY 4 – RESIDENTIAL CONVERSIONS IN THE COUNTRYSIDE	Making effective use of buildings important to the character and appearance of the countryside	Determination of Planning Applications	DDDC Developers
STRATEGIC POLICY 3 –	Protection and enhancement of features of	Working with Partners	DDDC

Local Plan Policies	Principle Outcomes	Implementation Mechanism/Infrastructure Requirements	Delivery Agency
PROTECTING AND ENHANCING THE NATURAL AND HISTORIC ENVIRONMENT	natural and historic significance	Conservation Area Appraisals and Designations Article 4 Directions New Wildlife Site Designations Determination of Planning Applications	English Heritage Natural England Derbyshire County Council Derbyshire Wildlife Trust Developers
STRATEGIC POLICY 4 – GREEN INFRASTRUCTURE	Protection and Enhancement of Green Infrastructure	Determination of Planning Applications Working with Partners	DDDC Derbyshire County Council Derbyshire Wildlife Trust Developers
DEVELOPMENT MANAGEMENT POLICY 5 – DEVELOPMENT CONSPICUOUS FROM THE PEAK DISTRICT NATIONAL PARK	Ensures that development takes account of the purposes of the Peak District National Park	Determination of Planning Applications	DDDC
DEVELOPMENT MANAGEMENT POLICY 6 – LANDSCAPE CHARACTER	Protection and enhancement of the high quality landscape across the plan area from inappropriate development	Determination of Planning Applications	DDDC Developers
DEVELOPMENT MANAGEMENT POLICY 7 – BIODIVERSITY AND GEOLOGICAL INTERESTS	Protection and enhancement of sites important for nature conservation from inappropriate development	Determination of Planning Applications	DDDC
DEVELOPMENT MANAGEMENT POLICY 8 – THE HISTORIC ENVIRONMENT	Protection of heritage assets from inappropriate development	Determination of Planning Applications	DDDC Developers

Local Plan Policies	Principle Outcomes	Implementation Mechanism/Infrastructure Requirements	Delivery Agency
DEVELOPMENT MANAGEMENT POLICY 9 – DESIGN AND APPEARANCE OF DEVELOPMENT	Ensuring that new development is of a high quality and appropriate to its location	Determination of Planning Applications Secured by Design Code for Sustainable Homes Lifetime Homes Standard Building for Life 12	DDDC Developers Derbyshire Constabulary – Crime Prevention Design Adviser
STRATEGIC POLICY 5 – MAINTAINING AND ENHANCING AN ECONOMIC BASE	Improved local economy, new employment space to meet modern business needs, protecting existing employment sites from loss to other uses	Determination of Planning Applications Working with Partners	DDDC Derbyshire County Council D2N2 Sheffield City Region Local Enterprise Partnership Developers
DEVELOPMENT MANAGEMENT POLICY 10 – LAND FOR NEW EMPLOYMENT DEVELOPMENT	New land for employment development across the plan area	Determination of Planning Applications	DDDC Developers
DEVELOPMENT MANAGEMENT POLICY 11 – EXISTING EMPLOYMENT LAND AND PREMISES	Minimising the loss of employment provision and safeguard existing sites	Determination of Planning Applications	DDDC Developers
STRATEGIC POLICY 6 – PROMOTING PEAK DISTRICT TOURISM AND CULTURE	Improved local economy and inward investment Provision of tourism accommodation and cultural facilities	Determination of Planning Applications Working with Partners	DDDC Peak District DMP Developers

Local Plan Policies	Principle Outcomes	Implementation Mechanism/Infrastructure Requirements	Delivery Agency
	Increased visitor numbers to the plan area		Tourism Providers
DEVELOPMENT MANAGEMENT POLICY 12 – TOURISM DEVELOPMENT	Increased range of tourism accommodation and attractions in appropriate locations and of appropriate design	Determination of Planning Applications	DDDC Developers
DEVELOPMENT MANAGEMENT POLICY 13 – HOLIDAY CHALETS, CARAVAN AND CAMPSITE DEVELOPMENTS	Increased range of tourism accommodation and attractions in appropriate locations and of appropriate design	Determination of Planning Applications	DDDC Developers
STRATEGIC POLICY 7 – RETAIL, LEISURE & OTHER COMMERCIAL DEVELOPMENT	Improved local economy and inward investment Directing new retail development to the town centres and protecting their vitality and viability Ensuring that town centres maintain a key role as retail centres Retain retail expenditure within the catchment areas	Determination of Planning Applications Working with Partners	DDDC Developers D2N2 Sheffield City Region Local Enterprise Partnership
DEVELOPMENT MANAGEMENT POLICY 14 – DEVELOPMENT WITHIN TOWN AND LOCAL CENTRES	Development that will support the vitality and viability of town centres Ensuring that town centres maintain a key role as retail centres	Determination of Planning Applications	DDDC Developers
DEVELOPMENT MANAGEMENT POLICY – 15 LOCAL COMMUNITY SERVICES AND FACILITIES	Protecting and enhancing services and facilities that are important to local communities especially in the rural villages	Determination of Planning Applications	DDDC Developers
STRATEGIC POLICY 8 –	Set the housing requirements for the area	Determination of Planning	DDDC

Local Plan Policies	Principle Outcomes	Implementation Mechanism/Infrastructure Requirements	Delivery Agency
STRATEGIC HOUSING DEVELOPMENT	Provide a range of housing types and tenures including affordable housing to meet local needs	Applications Working with Partners	Developers Homes and Communities Agency Derbyshire County Council
DEVELOPMENT MANAGEMENT POLICY 16 – LAND FOR NEW RESIDENTIAL DEVELOPMENT	Land for meet the housing requirements of the plan area	Determination of Planning Applications	DDDC Developers
DEVELOPMENT MANAGEMENT POLICY 17 – AFFORDABLE HOUSING	Affordable housing to meet needs across the plan area	Determination of Planning Applications	DDDC Developers Registered Social Landlords
DEVELOPMENT MANAGEMENT POLICY 18 – RURAL EXCEPTION SITES	Affordable housing to meet local needs in the rural areas	Determination of Planning Applications	DDDC Developers Registered Social Landlords
DEVELOPMENT MANAGEMENT POLICY 19 - GYPSIES, TRAVELLER AND TRAVELLING SHOW PEOPLE	Provision of sites in appropriate locations to meet the needs of the Gypsy and Traveller Communities	Determination of Planning Applications Travelling Community & Environmental Health Department	DDDC Derbyshire Gypsy Liaison Group Derbyshire County Council DCLG
STRATEGIC POLICY 9 – CLIMATE CHANGE	Reduce the impacts of climate change through sustainable construction and design Increased energy from renewable and low	Determination of Planning Applications Building Control Regulations	DDDC Developers Derbyshire County Council

Local Plan Policies	Principle Outcomes	Implementation Mechanism/Infrastructure Requirements	Delivery Agency
	carbon sources	Working with Partners	
STRATEGIC POLICY 10 – OPEN SPACE AND OUTDOOR RECREATION FACILITIES	Protection and improvement of quality and accessible open spaces and sports facilities Increased amount of protected open space	Open Space Designations Determination of Planning Applications Working with Partners	DDDC Developers Derbyshire County Council Sport England
DEVELOPMENT MANAGEMENT POLICY 20 – SPORT AND RECREATION FACILITIES	Protection of important open space from inappropriate development Increased levels of open space and outdoor play space	Determination of Planning Applications	DDDC Developers
DEVELOPMENT MANAGEMENT POLICY 21 – OPEN SPACE	Protection and improvement of quality and accessible recreation and sports facilities Increased amount of protected open space	Determination of Planning Applications	DDDC Developers
STRATEGIC POLICY 11 – ACCESSIBILITY	Promotion of sustainable transport Measure to promote better accessibility, create safer roads and improve traffic conditions Improved accessibility to support services in rural area	Local Transport Plan Travel Plans and Transport Statements Determination of Planning Applications Working with Partners	DDDC Derbyshire County Council Highways Agency Developers Derwent Valley Community Rail Partnership
DEVELOPMENT MANAGEMENT POLICY 22 – ACCESS AND PARKING	Development is provided with safe access arrangements and where appropriate an adequate amount of parking space	Determination of Planning Applications	DDDC Developers
STRATEGIC POLICY 12 – MATLOCK / WIRKSWORTH	Meeting the housing requirements of the area	Determination of Planning Applications	DDDC

Local Plan Policies	Principle Outcomes	Implementation Mechanism/Infrastructure Requirements	Delivery Agency
SUB AREA	<p>Protecting existing and creating new employment opportunities</p> <p>Growth in the importance of the World Heritage Site to the local economy</p> <p>Protection and enhancement of the heritage and nature conservation interests in the area</p> <p>Improved accessibility by a variety of forms of transport throughout the sub area</p>	Working with Partners	<p>Developer Partners</p> <p>D2N2</p> <p>Sheffield City Region LEP</p> <p>Derwent Valley Mills World Heritage Board</p> <p>Peak Rail</p> <p>Derbyshire County Council</p> <p>Peak District DMP</p> <p>Homes and Communities Agency</p> <p>Registered Social Landlords</p>
SITE ALLOCATION POLICY SA1 – LAND AT BENTLEY BRIDGE, MATLOCK	Open Market Housing Affordable Housing Public Open Space	Determination of Planning Applications	DDDC Developers
SITE ALLOCATION POLICY SA2 – LAND AT SMEDLEY STREET, MATLOCK	Open Market Housing Affordable Housing Public Open Space	Determination of Planning Applications	DDDC Developers
SITE ALLOCATION POLICY SA3 – LAND AT HALLDALE QUARRY	Open Market Housing Affordable Housing Public Open Space Employment Land	Determination of Planning Applications	DDDC Developers
SITE ALLOCATION POLICY SA4 – LAND ADJACENT TO CONEYGREAVE HOUSE,	Open Market Housing Affordable Housing Public Open Space	Determination of Planning Applications	DDDC Developers

Local Plan Policies	Principle Outcomes	Implementation Mechanism/Infrastructure Requirements	Delivery Agency
WIRKSWORTH			
SITE ALLOCATION POLICY SA5 – LAND AT STANCLIFFE QUARRY, DARLEY DALE	Open Market Housing Affordable Housing Public Open Space	Determination of Planning Applications	DDDC Developers
SITE ALLOCATION POLICY SA6 – LAND AT MIDDLETON ROAD, WIRKSWORTH	Open Market Housing Affordable Housing Public Open Space Employment Land	Determination of Planning Applications	DDDC Developers
SITE ALLOCATION POLICY SA7 – LAND AT WHITELEA NURSERY, TANSLEY	Open Market Housing Affordable Housing Public Open Space	Determination of Planning Applications	DDDC Developers
STRATEGIC POLICY 13 – ASHBOURNE SUB AREA	Meeting the housing requirements of the area Protecting existing and creating new employment opportunities Improved accessibility to and from smaller villages Enhanced education provision within Ashbourne Improved traffic conditions in the town centre	Determination of Planning Applications Working with Partners	DDDC Derbyshire County Council Queen Elizabeths Grammar School Developers Homes and Communities Agency Registered Social Landlords
SITE ALLOCATION POLICY SA8 – LAND AT ASHBOURNE AIRFIELD, ASHBOURNE	Open Market Housing Affordable Housing Public Open Space Community Infrastructure Employment Land Second Access to Airfield Industrial Estate	Determination of Planning Applications	DDDC Developers

Local Plan Policies	Principle Outcomes	Implementation Mechanism/Infrastructure Requirements	Delivery Agency
SITE ALLOCATION POLICY SA9 – LAND AT HILLSIDE FARM (NORTH), ASHBOURNE	Open Market Housing Affordable Housing Public Open Space	Determination of Planning Applications	DDDC Developers
SITE ALLOCATION POLICY SA10 – LAND AT HILLSIDE FARM (SOUTH/WEST), ASHBOURNE	Open Market Housing Affordable Housing Public Open Space	Determination of Planning Applications	DDDC Developers
SITE ALLOCATION POLICY SA11 – LAND AT CAVENDISH COTTAGE / MARSTON LANE, DOVERIDGE	Open Market Housing Affordable Housing Public Open Space	Determination of Planning Applications	DDDC Developers
STRATEGIC POLICY 14 – SOUTHERN PARISHES SUB AREA	Meeting the housing requirements of the area Protection of open countryside and character of villages Protection of shops and services within villages Support and increase of affordable housing in the rural areas Enhanced education provision in Brailsford	Determination of Planning Applications Working with Partners	DDDC Developers Derbyshire County Council Homes and Communities Agency Registered Social Landlords
SITE ALLOCATION POLICY SA12 – LAND AT LUKE LANE, BRAILSFORD	Open Market Housing Affordable Housing Public Open Space Replacement Primary School	Determination of Planning Applications	DDDC Developers Derbyshire County Council
STRATEGIC POLICY 15 - INFRASTRUCTURE	Protection and provision of new and supporting existing community facilities	Determination of Planning Applications Working with Partners	DDDC Developers

Local Plan Policies	Principle Outcomes	Implementation Mechanism/Infrastructure Requirements	Delivery Agency
			Derbyshire County Council Homes and Communities Agency Registered Social Landlords NHS Commissioning Board D2N2 Sheffield City Region LEP
DEVELOPMENT MANAGEMENT POLICY 23 – PLANNING OBLIGATIONS AND COMMUNITY INFRASTRUCTURE LEVY	Providing infrastructure where deficits exist to support new development and housing growth	Determination of Planning Applications	DDDC Developers

Table xx Implementation and Delivery Plan

Developer Contributions

9.9 It is anticipated that developer contributions will have a significant role to play in infrastructure delivery, including contributions towards affordable housing (on-site or off-site); schools; health centres; provision of open space and highways improvements.

9.10 There are currently a number of standard formula's used to secure infrastructure provision used by the District Council and it's partners, including those related to education provision. These will be applied by the District Council where appropriate.

The Community Infrastructure Levy (also known as CIL) was introduced by Government in April 2010. It allows Local Authorities in England and Wales to set a financial levy on developments to provide for essential infrastructure to support planned growth. The levy will allow funds to be raised from developers who are undertaking new building projects in the District and to a large degree will replace the use of S106 Agreements to secure the provision of new infrastructure. The money can be used to fund a range of projects including transport, flood defence, and green infrastructure (e.g. parks and open spaces) and community facilities (e.g. schools).

The District Council, in conjunction with High Peak Borough Council, the Peak District National Park and Staffordshire Moorlands Borough Council have appointed consultants to consider the viability of development across the Peak Sub Region, and the scope to for the introduction of a levy. This work is on-going and will be subject to further consideration by the District Council to determine whether the introduction of CIL should be pursued across the plan area. Any proposals to introduce CIL will be subject to public consultation and examination.

DEVELOPMENT MANAGEMENT POLICY 23 – PLANNING OBLIGATIONS AND COMMUNITY INFRASTRUCTURE LEVY

Planning Permission will be granted for development proposals which provide, or meet the reasonable costs of providing, the on-site and off-site infrastructure, facilities and/or mitigation necessary to make a development acceptable in planning terms, through the use of planning obligations and/or conditions.

Where appropriate, provision may also be required for financial contributions towards the subsequent maintenance of any facilities provided either on or off-site which are predominantly for the benefit of users of the development concerned.

Subject to an assessment of development viability and further consideration by the District Council, infrastructure requirements related to the cumulative impact of development in the plan area may be supported by the Community Infrastructure Levy.

In implementing this policy regard will be had to economic viability considerations, consistent with meeting the Local Plan Objectives.

Monitoring

9.11 The NPPF sets out that Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to changing circumstances.

In providing flexibility there needs to be a balance between providing certainty for the local community and for the development industry and allowing for changes in circumstances so that policies do not become quickly out of date.

By identifying appropriate indicators and targets, the effectiveness of policies and implementation measures can be monitored. The results of such monitoring will then identify which policies and implementation measures are succeeding, and which need revising or replacing because they are not achieving the intended effect.

Annual Monitoring Report

Section 113 of the Localism Act 2011 requires that Local Authorities annually publish information on the implementation of the Local Development Scheme and the extent to which policies set out in the Local Development Documents are being achieved in the interests of transparency. Regulation 34 of the Town and Country Planning (Local Development) (England) Regulations 2012 sets out further details of this requirement.

The District Council's Annual Monitoring Report (AMR) will be the main mechanism for assessing how effectively the Local Plan is being implemented. The information in the AMR will indicate whether targets are being met. If targets are not met over a sustained period this will trigger a review of the Local Plan.

The following table sets out the indicators that will be used to monitor the policies contained within the Local Plan.

Local Plan Policies	Local Plan Objective	Monitoring Indicator	Target
NATIONAL PLANNING POLICY FRAMEWORK - PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT			
STRATEGIC POLICY 1 – SUSTAINABLE DEVELOPMENT PRINCIPLES	SO1,2,3,4,5,6,7,8,9,10,11,12,13,14,15	SS1 - Number of planning permissions granted contrary to the Environment Agency advice on flooding and water quality grounds	SS1 - Minimise
STRATEGIC POLICY 2 – SETTLEMENT HIERARCHY DEVELOPMENT MANAGEMENT POLICY 1 – DEVELOPMENT WITHIN SETTLEMENT FRAMEWORK BOUNDARIES DEVELOPMENT MANAGEMENT POLICY 2 – DEVELOPMENT IN THE COUNTRYSIDE DEVELOPMENT MANAGEMENT POLICY 3 – AGRICULTURAL AND RURAL WORKERS DWELLINGS DEVELOPMENT MANAGEMENT POLICY 4 – RESIDENTIAL CONVERSIONS IN THE COUNTRYSIDE	SO2,3,4,6,7,8,9,10,11,12,15	SS2 - Amount of new development in unsustainable locations	SS2 - Minimise

Local Plan Policies	Local Plan Objective	Monitoring Indicator	Target
<p>STRATEGIC POLICY 3 – PROTECTING AND ENHANCING THE NATURAL AND HISTORIC ENVIRONMENT</p> <p>STRATEGIC POLICY 4 – GREEN INFRASTRUCTURE</p> <p>DEVELOPMENT MANAGEMENT POLICY 5 – DEVELOPMENT CONSPICUOUS FROM THE PEAK DISTRICT NATIONAL PARK</p> <p>DEVELOPMENT MANAGEMENT POLICY 6 – LANDSCAPE CHARACTER</p> <p>DEVELOPMENT MANAGEMENT POLICY 7 – BIODIVERSITY AND GEOLOGICAL INTERESTS</p> <p>DEVELOPMENT MANAGEMENT POLICY 8 – THE HISTORIC ENVIRONMENT</p> <p>DEVELOPMENT MANAGEMENT POLICY 9 – DESIGN AND APPEARANCE OF DEVELOPMENT</p>	<p>SO1,2,3,4,5,11,13</p>	<p>PDC1 - Amount of change in areas of biodiversity importance</p> <p>PDC2 – Proportion of Listed Buildings at Risk</p> <p>PDC3- Amount of development having an adverse impact upon historic assets</p> <p>PDC4 - No. of Conservation Area appraisals undertaken annually</p> <p>PDC5- Number of developments having an adverse impact upon the character, setting and purposes of the Peak District National Park</p> <p>PDC6 - Amount of development having an adverse impact upon the local landscape character</p>	<p>PDC1 - Increase area in biodiversity in line with LBAP targets</p> <p>PDC2 - Reduce</p> <p>PDC2 - Minimise</p> <p>PDC3 - 2 per annum</p> <p>PDC4 - Minimise</p> <p>PDC5 - Minimise</p>

Local Plan Policies	Local Plan Objective	Monitoring Indicator	Target
<p>STRATEGIC POLICY 5 – MAINTAINING AND ENHANCING AN ECONOMIC BASE</p> <p>DEVELOPMENT MANAGEMENT POLICY 10– LAND FOR NEW EMPLOYMENT DEVELOPMENT</p> <p>DEVELOPMENT MANAGEMENT POLICY 11 – EXISTING EMPLOYMENT LAND AND PREMISES</p>	SO6,7,8,15	<p>REE1 - Total amount of additional floorspace – by type</p> <p>REE2 - Total amount of employment land on previously developed land</p> <p>REE3 - Amount of land lost to other uses</p>	<p>REE1 - Provide 16 ha by 2028</p> <p>REE2 - Maximise the % of completed employment land on previously developed land</p> <p>REE3 - Minimise</p>
<p>STRATEGIC POLICY 6 – PROMOTING PEAK DISTRICT TOURISM AND CULTURE</p> <p>DEVELOPMENT MANAGEMENT POLICY 12 – TOURISM DEVELOPMENT</p> <p>DEVELOPMENT MANAGEMENT POLICY 13 – HOLIDAY CHALETS, CARAVAN AND CAMPSITE DEVELOPMENTS</p>	SO2,3,4,8,9	<p>REE4 - No. of hotel and tourist accommodation developments completed annually</p> <p>REE5 - Amount and type of tourist development located in rural areas</p>	<p>REE4 – Increase</p> <p>REE5 – Minimise</p>
<p>STRATEGIC POLICY 7– RETAIL, LEISURE & OTHER COMMERCIAL DEVELOPMENT</p> <p>DEVELOPMENT MANAGEMENT POLICY 14</p>	SO6,9	REE6 – Amount of floorspace developed for town centre uses	REE6 -

Local Plan Policies	Local Plan Objective	Monitoring Indicator	Target
<p>– DEVELOPMENT WITHIN TOWN AND LOCAL CENTRES</p> <p>DEVELOPMENT MANAGEMENT POLICY – 15 LOCAL COMMUNITY SERVICES AND FACILITIES</p>			
<p>STRATEGIC POLICY 8 – STRATEGIC HOUSING DEVELOPMENT</p> <p>DEVELOPMENT MANAGEMENT POLICY 16 – LAND FOR NEW RESIDENTIAL DEVELOPMENT</p> <p>DEVELOPMENT MANAGEMENT POLICY 17 – AFFORDABLE HOUSING</p> <p>DEVELOPMENT MANAGEMENT POLICY 18 – RURAL EXCEPTION SITES</p> <p>DEVELOPMENT MANAGEMENT POLICY 19 - GYPSIES, TRAVELLER AND TRAVELLING SHOW PEOPLE</p>	<p>SO3,4,5,10,11,12,13, 14,15</p>	<p>HSC1 – Amount of housing development</p> <p>HSC2 – Gross amount of affordable housing completions</p> <p>HSC3 – Gross amount of local needs affordable housing on rural exception sites</p> <p>HSC4 – No additional pitches provided for Gypsies and Travellers</p>	<p>HSC1 - 200 per annum²</p> <p>HSC2 – Maximise</p> <p>HSC3 – Maximise</p> <p>HSC4 – As identified in GTAA Revised Study</p>

² Target includes development within the Peak District National Park

Local Plan Policies	Local Plan Objective	Monitoring Indicator	Target
STRATEGIC POLICY 9 – CLIMATE CHANGE	SO5,13	HSC5 – Number of dwellings on sites of 5 dwellings or more achieving level 3,4,5, or 6 of the Code for Sustainable Homes HSC6 – Amount of Renewable Energy Capacity HSC7 – Number of developments achieving BREEAM standard of xx and above	HSC5 – Maximise HSC6 – Maximise (measured in MW) HSC7 - Maximise
STRATEGIC POLICY 10– OPEN SPACE AND OUTDOOR RECREATION FACILITIES DEVELOPMENT MANAGEMENT POLICY 20 – SPORT AND RECREATION FACILITIES DEVELOPMENT MANAGEMENT POLICY 21 – OPEN SPACE	SO12,13,14	HSC8 – Amount of open space and sports facilities provided through all new developments HSC9 – Quantity of open space provided through new residential development	HSC8 – Maximise HSC9 - Maximise
STRATEGIC POLICY 11– ACCESSIBILITY DEVELOPMENT MANAGEMENT POLICY 22 – ACCESS AND PARKING	SO12,14	HSC10 – Number of travel plans accompanying planning applications	HSC10 - Maximise

Local Plan Policies	Local Plan Objective	Monitoring Indicator	Target
<p>STRATEGIC POLICY 12 – MATLOCK / WIRKSWORTH SUB AREA</p> <p>SITE ALLOCATION POLICY SA1 – LAND AT BENTLEY BRIDGE, MATLOCK</p> <p>SITE ALLOCATION POLICY SA2 – LAND AT SMEDLEY STREET, MATLOCK</p> <p>SITE ALLOCATION POLICY SA3 – LAND AT HALLDALE QUARRY SITE ALLOCATION</p> <p>POLICY SA4 – LAND ADJACENT TO CONEYGREAVE HOUSE, WIRKSWORTH SITE ALLOCATION</p> <p>POLICY SA5 – LAND AT STANCLIFFE QUARRY, DARLEY DALE SITE ALLOCATION</p> <p>POLICY SA6 – LAND AT MIDDLETON ROAD, WIRKSWORTH SITE ALLOCATION</p> <p>POLICY SA7 – LAND AT WHITELEA NURSERY, TANSLEY</p>	<p>SO2,3,4,6,7,8,9,10,11, 12,14,15</p>	<p>MAT1 – Amount of new housing development completed</p> <p>MAT2 – Amount of new employment land developed</p>	<p>MAT1 – 433 dwellings on allocated sites by 2028</p> <p>MAT2 – 11 hectares by 2028</p>

Local Plan Policies	Local Plan Objective	Monitoring Indicator	Target
<p>STRATEGIC POLICY 13 – ASHBOURNE SUB AREA</p> <p>SITE ALLOCATION POLICY SA8 – LAND AT ASHBOURNE AIRFIELD, ASHBOURNE</p> <p>SITE ALLOCATION POLICY SA9 – LAND AT HILLSIDE FARM (NORTH), ASHBOURNE SITE ALLOCATION</p> <p>POLICY SA10 – LAND AT HILLSIDE FARM (SOUTH/WEST), ASHBOURNE</p> <p>SITE ALLOCATION POLICY SA11 – LAND AT CAVENDISH COTTAGE / MARSTON LANE, DOVERIDGE</p>	SO2,3,4,6,7,8,9,10,11,12,14,15	<p>ASH1 – Amount of new housing development completed</p> <p>ASH2 – Amount of new employment land developed</p>	<p>ASH1 – 450 dwellings on allocated sites by 2028</p> <p>ASH2 – 8 hectares by 2028</p>
<p>STRATEGIC POLICY 14 – SOUTHERN PARISHES SUB AREA SITE ALLOCATION</p> <p>POLICY SA12 – LAND AT LUKE LANE, BRAILSFORD</p>	SO2,3,4,6,7,8,9,10,11,12,14,15	<p>SP1 – Amount of new housing development completed</p> <p>SP2 – Completion of Replacement Primary School in Brailsford</p>	<p>SP1 – 50 dwellings on allocated sites by 2028</p> <p>SP2 – Completed by 2017</p>
<p>STRATEGIC POLICY 15 - INFRASTRUCTURE</p> <p>DEVELOPMENT MANAGEMENT POLICY 23 – PLANNING OBLIGATIONS AND</p>	SO12	<p>INF1 – Provision of community facilities and infrastructure as part of developments</p> <p>INF2 – Amount of developer contributions collected for community facilities and infrastructure as part of development</p>	<p>INF1 – Maximise</p> <p>INF2 - Maximise</p>

Local Plan Policies	Local Plan Objective	Monitoring Indicator	Target
COMMUNITY INFRASTRUCTURE LEVY			

Infrastructure Delivery

A key element of the delivery of the Local Plan is the provision of essential community infrastructure. The Local Plan will seek to optimise existing infrastructure in appropriate locations and ensure that new infrastructure is provided to support development where required.

In preparing the Local Plan, the Council worked jointly with the neighbouring authorities of High Peak Borough Council and the Peak District National Park Authority to gather evidence, including the identification of infrastructure needs. Discussions and consultation with key infrastructure providers has been undertaken regarding the proposed Local Plan to ensure that plans are in place for infrastructure delivery.

To support the Local Plan, a separate Infrastructure Delivery Plan (IDP) has been prepared which identifies the infrastructure requirements for High Peak, responsible delivery bodies, costs and sources of funding. It will be updated on a regular basis and modified to reflect any changes in circumstances identified through the Annual Monitoring Report.

A copy of the IDP can be viewed here: www.derbyshiredales.gov.uk/localplan