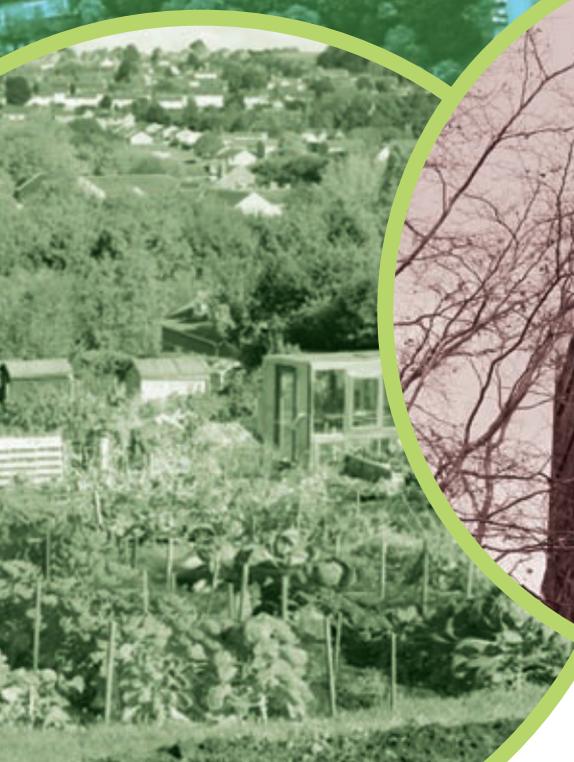


DRONFIELD **Neighbourhood** **Plan 2016 -2034**

Submission Draft 15b

Prepared by Dronfield Town Council



**Dronfield
Town
Council**

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FOREWORD

I would like to welcome you to the Neighbourhood Plan for Dronfield Town. It reflects the hard work of the Dronfield Town Neighbourhood Plan Steering Group, and the commitment of the Town Council to make Dronfield a great place to live, work and visit.

A neighbourhood plan is a document written by the community that sets out planning policies for an area. It is used to determine planning applications and other planning decisions affecting that area. Through it, we will seek to ensure that Dronfield gets the right amount and type of development and in the right place

The Plan will now be 'Submitted' to North East Derbyshire District Council where it will undergo a further six-week period of consultation prior to an independent examination. If it successfully passes this stage, a referendum (paid for by the Government) will be held in which all residents in the town will be asked whether or not they support the adoption of the Plan.

I would like to thank everyone who attended the numerous Steering Group meetings and consultation events during the preparation of the Draft Plan as well as the funding bodies Locality and Awards for All. I would especially like to thank all the residents who have participated and community groups, in particular, the Dronfield Civic Society and Lea Brook Valley Project. Without their help, input and support, this Plan could not have been developed or reflect the views of the community.

Thank you
Councillor Angelique Foster

**Chairman of the Neighbourhood Plan
Steering Group**

Leader of Dronfield Town Council





What is a Neighbourhood Plan?

A neighbourhood plan is a planning document. It is part of the Government's approach to planning to give local people influence on how their area develops – for example, the location of new housing, shops and employment related development.

The Dronfield Neighbourhood Plan (“the Plan”) provides a set of objectives for the future of the town and sets out certain defined planning policies and proposals to achieve these aims. It also sets out aims with suggested policies for how the town may develop in ways that meet identified local need and ensure Dronfield remains a great place to live, work and visit.

* The terms “Dronfield”, “Town” and Dronfield Parish are used interchangeable. They all correspond to the Dronfield Neighbourhood Plan Area unless specifically stated otherwise.

** Policies within the 2012 framework will still apply for examining plans submitted on or before 24th January 2019 (NPPF para 214).

The Neighbourhood Plan Area covers the whole of Dronfield Parish as shown on Map 1.

THE PLAN

How does a neighbourhood plan fit into the planning system?

- The intention of the Localism Act and neighbourhood planning is for local people to have a greater say in how their area develops. However, there are regulations which must be adhered to in preparing a neighbourhood plan. All neighbourhood plans must meet a set of ‘basic conditions’:
 - Take account of national policies and advice contained in guidance issued by the Secretary of State, in particular, in the National Planning Policy Framework* & 7-1 (more commonly known as the NPPF). Given that submission will be prior to 24 January 2019, The Plan has been developed with regards to the 2012 version of the NPPF.**
 - Contribute to the achievement of sustainable development;
 - Be in general conformity with the strategic policies of the development plan for the District of North East Derbyshire. In the case of Dronfield,

these are the ‘saved’ policies from the 2005 Adopted North East Derbyshire District Local Plan.⁷⁻² A revised North East Derbyshire Local Plan, which will replace the saved policies of the 2005 Plan, is being developed; the evidence base and the policies contained within this emerging District Local Plan have been considered in preparing the Plan. The North East Derbyshire Local Plan (Publication Draft) was submitted to the Secretary of State in May 2018 for independent examination;

- Not breach, and be otherwise compatible with, European Union and the European Convention on Human Rights obligations; and
- Not have a significant effect on a European Site (as defined in the Conservation of Habitats and Species Regulations 2012⁷⁻³) either alone or in combination with other plans or projects.
- Crucially, it is important to understand that while a neighbourhood plan can provide for more development than that has been set out in an approved District Local Plan (in this instance North East Derbyshire Local Plan), for the District, it does not allow it to plan for less development.

How is the plan structured?

The Plan is divided into the following sections:

- **‘About Dronfield’**: details how the Neighbourhood Plan specifically relates to Dronfield and how it has been developed
- **‘Dronfield Town Neighbourhood Plan Themes and Policies’ set out by topic**:
 - A brief summary of the key findings from consultation with residents and stakeholders
 - The key objectives of the Plan in each topic area
 - The brief introduction to the topic

- Policies and proposals to support the overall aims in each topic area

- **‘Delivering the Plan’**: sets out some of the main ways in which the policies and proposals in the Plan may be implemented.

There is also a series of appendices, including a glossary of terms explaining the more technical terms the Plan refers to. The appendices contain background information only and

do not form part of the formal Dronfield Neighbourhood Plan.

A large amount of background information has helped in producing the Plan. What is known as ‘the evidence base’ includes a large number of documents that have been used to prepare it. The main documents can be found at www.dronfield.gov.uk/neighbourhood-plan.html



About Dronfield

Ancient origins and a popular place to live

The town is situated within North East Derbyshire District and comprises the three communities of Dronfield, Dronfield Woodhouse and Coal Aston; it is surrounded by large areas of open countryside designated as Green Belt. It is located in the valley of the River Drone and lies between the town of Chesterfield and the city of Sheffield. The town covers an area of 3,457 acres (13.99 km²) and is surrounded by the neighbouring villages and hamlets of Unstone, Holmesfield, Barlow, Apperknowle, Hundall, Marsh Lane and Eckington.

Dronfield has a long-documented history. The first settlers in this area were probably attracted by the rivers, streams and woodlands. Indeed, the Old English derivation

of the name suggests that they perhaps also found open land which was infested by drones and, for this reason, called the place Dranfield, or, more familiarly, Dronfield. Dronfield was recorded in the Domesday Book.

Evidence of the town's medieval origins can be found in the surviving cruck buildings, the parish church and the historic meandering street pattern of the town centre. Dronfield's population increased dramatically in the post-war years from 6,500 in 1945 to its current size of just over 21,000. This rise has been mainly as a consequence of large-scale new house building, built principally to support the requirements of Sheffield. Dronfield Woodhouse once claimed to have

the largest privately owned housing estate in Europe ("Gosforth Valley"), when it was first built in the 1970s. At the time of the 2011 census, it had 9,388 dwellings and a population of 21,261, of whom 10,333 were male and 10,928 female. In total, 25.1% of the population was aged 65 or over and 16.1% was under the age of 16. The majority of the population is in good health, educated and economically active.

It is a popular place to live. In 2017, CEBR (Centre for Economics & Business Research) completed a report⁷⁻⁴ for Royal Mail which listed the top 10 places to live in the UK. By analysing data on deprivation, salaries and education amongst other things, the report placed the town at number 9.

HISTORY OF THE NEIGHBOURHOOD PLAN

The preparation of the Plan is being sponsored by Dronfield Town Council, led by the Dronfield Town Neighbourhood Plan Steering Group, consisting of town councillors, representatives of community groups and neighbourhood planning consultants. In September 2016, the town was officially designated as a neighbourhood plan area for the purposes of Section 61G of the Town and Country Planning Act 1990.

The Steering Group determined at the outset that extensive engagement with the community and other bodies and people with an interest in how the town develops would be part of the Plan's preparation. Throughout 2017 and 2018, Dronfield Neighbourhood Plan Steering Group carried out a number of consultation events and activities to capture the thoughts and feelings of the community. A summary of the results from these consultation

Advice has also been sought from several specialist community stakeholders. Each was independent of the Town Council and the wider Steering Group

exercises can be found on the Town Council website at <http://www.dronfield.gov.uk/neighbourhood-plan.html>.

Advice has also been sought from several specialist community stakeholders⁷⁻⁶. Each was independent of the Town Council and the wider Steering Group and, due to their specialist knowledge and/or experience, able to give guidance and opinions on issues of importance for the Plan's development and test assumptions made by the Steering Group about the future of the town. A full list of specialist advisors who presented to the Steering Group is included in **Appendix 1**.

Diagram showing relationships between the local authorities

Derbyshire County Council

Responsible for:

education, transport, planning, fire and public safety, social care, libraries, waste management, trading standards

North East Derbyshire District Council

Responsible for:

rubbish collection, recycling, Council Tax collections, housing, planning applications

Dronfield Town Council

Responsible for:

allotments, public clocks, bus shelters, community centres, play areas and play equipment, grants to help local organisations, consultation on neighbourhood planning



THE PLAN'S AIMS AND OBJECTIVES

A neighbourhood plan is primarily for use, and reference when the relevant authorities are making and guiding planning decisions. If a change is proposed within the town, then North East Derbyshire District Council (NEDDC) must refer to the neighbourhood plan to ensure that the proposals are in keeping with its policies.

The plan looks at a wide range of issues, including:

- Protecting and wherever possible enhancing Dronfield's green and open spaces.
- Conserving Dronfield's identity and celebrating the town's heritage.
- Supporting improvements to the town centre.
- Providing good quality and suitable housing that meets the needs of the town.
- Sustaining the town's infrastructure, shops and community facilities.

The Plan responds to these issues by putting forward a set of policies that will be applied through the planning process. It focuses on those areas that the evidence has identified as having the most pressing need for action and which the Plan can have the biggest impact. Where there are existing national and district planning policies that meet the requirements of the town they are not repeated here. It is important to note that when using the Plan to form a view on a proposed development all of the policies contained in it must be considered together when forming a view.



It covers the period from 2016 to 2034. This period had been selected to conform to the North East Derbyshire Local Plan. Rules governing the preparation of a neighbourhood plan require that it should be in general conformity

with the strategic policies of the Local Plan (the 'Saved Policies' from the adopted 2005 North East Derbyshire Local Plan⁷⁻² in this case). At the time of producing the Neighbourhood Plan, NEDDC had prepared a draft Local Plan⁷⁻⁵.

THE PLAN COMMUNITY

Dronfield is already a successful community. To retain and enhance its sense of place The Plan seeks to preserve and enhance existing assets and facilities and at the same time encourage new enterprise in response to Dronfield’s growth and changing needs.

There are four main areas of Dronfield life covered in the Communities Section of the Plan: Health, Education, Services and Assets of Community Value.

Health care is already under pressure and needs protection as well as development.

Dronfield has a higher than average educational achievement record, and the Plan supports the maintenance of high standards in all the town’s schools.

Both in health and education, there is concern that large housing development could overburden existing facilities.

The current infrastructure of services like fire, police and libraries are seen by the community as important to the overall wellbeing of the town. The Plan seeks to encourage their maintenance, some of which have been under threat in the past.

The town is fortunate to have a wealth of community assets. The Plan seeks to retain and enhance them and discourage activities which could deplete or harm those that are of special importance to the community.

Overall, Dronfield is a safe, clean and healthy town for the community as a whole. The Plan seeks to retain and enhance its reputation and key facilities.



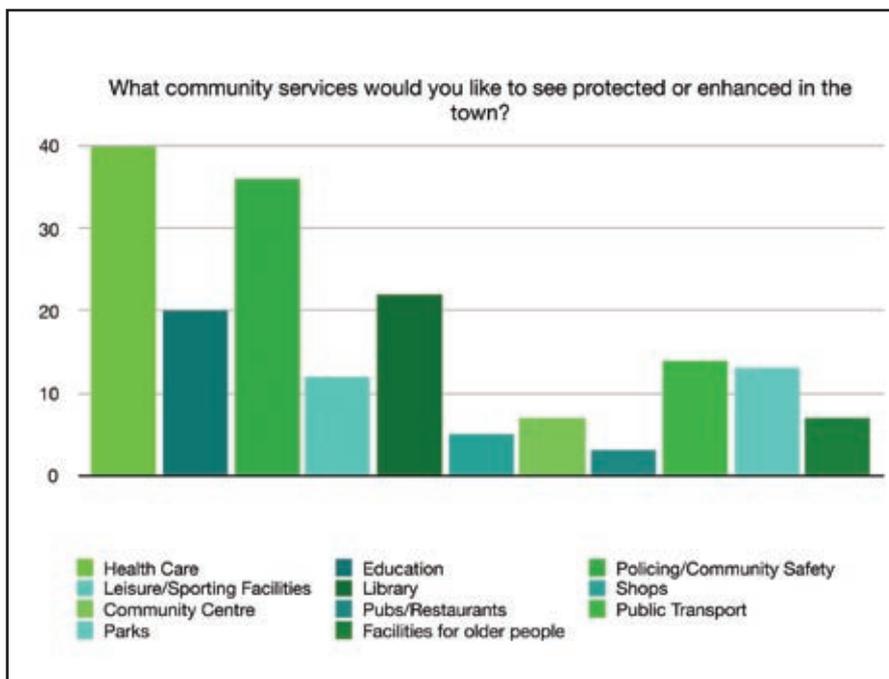
COMMUNITY

What our community says:

There is a need for a greater range of facilities as a response to the Town’s changing needs

We are concerned about the recent loss of facilities, and the risk of further closures in the future.

Our community facilities are under strain. We are concerned about the impact of future developments on capacity.



Themes and Policies

■ COMMUNITY ASSETS

■ **Objectives:**
To retain and enhance existing important community facilities and services

Background

Dronfield benefits from a range of community facilities, including a Civic Hall, leisure centre, churches, doctors' surgeries, primary schools and a secondary school. These community facilities are enjoyed by its residents as well as the many visitors from outside the town. They make a significant contribution to the wellbeing and distinctive character of the town and provide an important focal point for people to meet and socialise, as well as allowing them to access key services.

A sustainable future for Dronfield means ensuring existing service levels that meet a local need are retained, and new services are encouraged to meet the changing needs of the community.

Health

Census⁷⁻⁷ data tells us that the town has a significantly higher population of over 65s: 25% compared to the national average of 16%. Despite having an ageing population, the town has lower than average reports of poor health, health problems and disability and the town sits within a district of good healthy life expectancy (Public Health England, Marmot Indicators 2015⁷⁻⁸). The town is served by 4 medical practices, several chemists, dentists and complementary health

THE PLAN AIMS:

- **To maintain a strong sense of community and focus on the inclusion of all its members by creating opportunities for new and existing networks.**
- **To enhance community and outdoor sports facilities.**
- **To promote joint partnership between all stakeholders in the community.**
- **To retain Dronfield as a safe, clean, healthy home for the entire community.**
- **To discourage activities which may harm the quiet enjoyment of living (e.g. pollution, heavy and unsafe traffic and environmentally threatening industries)**
- **To support high levels of educational achievement.**

practices. Community consultation tells us that this provision of health care is already under pressure and is highly valued by the community who wish to see it protected and, where possible, enhanced. There is also concern that increased development of housing without increasing the capacity of health facilities has the potential to overburden medical practices and will negatively impact upon health provision.

Education

The town has one secondary school and a number of infant and junior schools as well as private nurseries. It has recently lost its only SureStart centre. Levels of educational attainment are higher than the national average with 81% of students achieving Grade C or above in English and Maths and all schools achieving an Ofsted

rating of 'Good' or higher (School Performance Tables⁷⁻⁹). The Plan seeks to support the maintenance of the high levels of educational achievement. There is concern that increased housing development in the town risks over-burdening the schools and therefore negatively impacting levels of educational achievement.

Services

Community consultation identified services such as police, fire, post office, doctors and libraries as being important. The town retains a dedicated service in each of these areas, despite some being threatened with closure in the past. These services are important in providing a sustainable and livable community. The Plan places a presumption in favour of retaining these facilities, meaning that their loss would be resisted.

The Town Council has been advised that the town's cemetery is reaching capacity and has a lifespan of only around 20 more years. Thus, the Plan recognises that there is a need to turn land into new cemetery provision, subject to normal planning considerations; in principle, it will support viable proposals for this.

Local and national planning policy advocates planning policies that plan positively for the provision and use of community facilities and guards against the unnecessary loss of valued community facilities and services.

Consultation has identified a number of facilities which are vital to the community. These facilities have been listed in **Appendix 3**, Retention of Important Community Assets and referred to in **Policy C1**.

■ **POLICY C1: RETENTION OF IMPORTANT COMMUNITY FACILITIES**

Development proposals that result in the loss of, or have a significant adverse effect on, an important community facility identified in **Appendix 3** will not be supported, except where:

a) it can be satisfactorily demonstrated to NEDDC that the facility is no longer needed in the town, or that service could be adequately provided in an alternative way, or elsewhere in an alternative location that is equally

accessible by public transport, walking and cycling; or
b) it can be demonstrated through a viability assessment that the current use is economically unviable and there is no demand for the facility as evidenced through unsuccessful marketing of the facility for a period of 12 months.

■ **POLICY C2: SUPPORTING NEW AND ENHANCED COMMUNITY FACILITIES**

Development proposals involving the provision of a new or enhanced community facility will be supported

where it can be demonstrated to North East Derbyshire District Council, including through discussions with the Town Council, that it meets a local need (for example, medical, educational, police and cemetery related facilities) and respects local transport, environmental, amenity and landscape considerations.



Assets of Community Value

The registering of Community Assets is a separate (non-planning) legal process, initiated by a town or parish council or a community group, but undertaken by NEDDC. The designation of a community facility as an Asset of Community Value provides the opportunity to give it added protection from inappropriate development. The Localism Act 2011⁷⁻¹¹ defines an 'Asset of Community Value' as "a building or other land ... where its main use has recently been or is presently used to further the social wellbeing or social interests of the local community and could do so in the future". The Localism Act⁷⁻¹¹

states that "social interests" include cultural, recreational and sporting interests. Where an asset is 'Listed', the town or parish council or other community organisations will be given the opportunity to bid to purchase the asset on behalf of the local community if it comes up for sale on the open market.

The inclusion of a specific policy in a neighbourhood plan with regard to Assets of Community Value provides the opportunity to give any registered Asset added protection from inappropriate development. It ensures that the 'Listing' of an Asset of Community Value is a material consideration (i.e. it must be taken into account) when a planning

application is being considered that may affect the Listed Asset. To date, one Asset, The Coach and Horses public house has been designated as an Asset of Community Value, in 2016, by The Friends of the Coach & Horses group (**Appendix 2**).

■ **POLICY C3: ASSETS OF COMMUNITY VALUE**

Development proposals that will result in the loss of, or has a significant adverse effect on, a designated Asset of Community Value will not be permitted unless in special circumstances, such as the Asset is replaced by an equivalent or better provision in terms of quantity and quality in an equally suitable location or it can be clearly demonstrated that it is not viable or no longer required by the community.



THE PLAN NATURAL ENVIRONMENT

Dronfield is fortunate to have many green spaces within the town and is also surrounded by green space which separates it from other local authorities. Many of the surrounding spaces are in The Green Belt – a specific designation to check urban sprawl, prevent towns merging into one another and safeguarding the countryside generally.

The Plan supports the continued designation of the countryside surrounding the town as Green Belt with a strong presumption against development that would conflict with its openness.

The Plan also seeks to conserve and enhance the distinctive rural character and historic significance

of the landscape surrounding the town; respects important views and vistas, and protect important trees, woodlands and hedgerows.

Green spaces within Dronfield are highly valued by the community and also form networks and corridors which perform multiple functions ranging from informal recreation to wildlife havens.

The Plan seeks to ensure that future development respects, and where possible enhance the town’s green and blue (rivers, ponds and streams) infrastructure. Studies prove the town has a quality landscape that is highly sensitive to change and irreplaceable. Wherever possible, it must be protected.

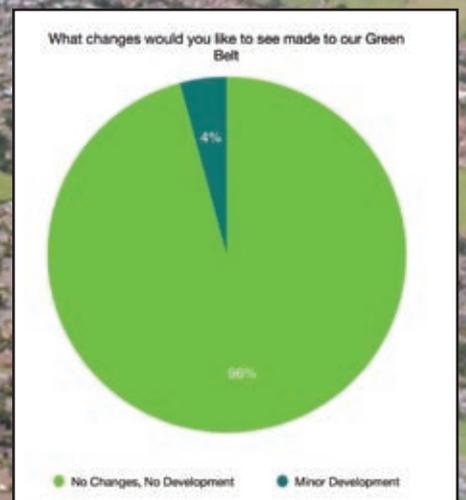
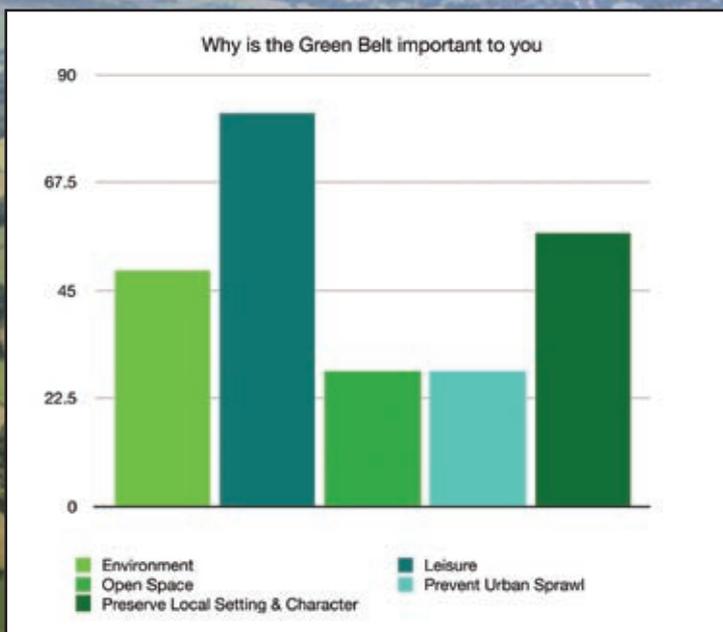
NATURAL ENVIRONMENT

What our community says:

Protection of the existing green belt boundary is a top priority and there is no desire to see the Green Belt boundary altered.

Protection of important local green spaces is vital.

The Green Belt is important to make sure neighbouring areas do not encroach on our town



Themes and Policies

NATURAL ENVIRONMENT

Background

Access to green fields, Green Belt and rural countryside is a key factor in making the town a desirable place to live.

Green belt

The Sheffield and North Derbyshire Green Belt, see **Map 2**, runs from the fringe of the Peak District National Park in the west to the boundary with Bolsover District in the east. The primary purpose of the Green Belt is to “prevent coalescence of Chesterfield and Sheffield and to maintain the integrity of settlements in between.” The Green Belt is a key element of the landscape character of the town, as highlighted in the NEDDC Green Infrastructure Study (2012)^{7-12 & 7-13} “... the 4 main towns in the District are set in open countryside and have clearly defined settlement boundaries providing good accessibility to natural Green Space around them. This is a key feature of the District and provides local distinctiveness”.

It is for local authorities to define and maintain Green Belt land in their local areas. Although it is intended that Green Belt land has a degree of permanence, it is possible for a local planning authority to conduct a review of Green Belt land and consider redefining boundaries which add or take away Green Belt land in order to meet local planning requirements. Paragraph 83 of the NPPF1 states “... Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to

THE PLAN AIMS:

- **Protect the current designated Green Belt**
- **Conserve the rural character of the surrounding landscape**
- **Retain and enhance green and blue spaces for ecology**
- **Preserve local green space for sport and recreation**
- **Protect trees, woodlands and hedgerows of significant importance**

their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.” The NPPF1 (para 82) provides the following elaboration on “exceptional circumstances”: “for example when planning for larger scale development such as new settlements and major urban extensions.” The draft District Local Plan⁷⁻⁵ published in February 2017 proposed the release of 5 significant areas of Green Belt adjoining the Dronfield settlement boundary. “These have been selected on the basis that they would cause least harm to the strategic functions of the Green Belt and could provide for at least 450 dwellings by 2033.” The Local Plan submitted to Government in May 2018 proposes de-allocating some areas of Green Belt, principally to designate three site allocations for new homes. This may result in a significant material change to the Green Belt boundary map.

The Neighbourhood Planning process has highlighted the value that the community place on the open countryside around the town and the contribution it makes to the character and quality of life. The community have expressed their aspirations to retain the Green Belt which surrounds the Town.

POLICY ENV1: GREEN BELT

The Plan supports the continued designation of the countryside surrounding the town as Green Belt. Within the Green Belt, there will be a strong presumption against development that would conflict with the purposes of the Green Belt or adversely affect its open character in accordance with the NPPF.

Landscape character

The local landscape character is extremely important to the local community for its scenic beauty, wildlife and historic interest and the contribution it makes to the areas distinctiveness and sense of place. One of the core principles in the National Planning Policy Framework is that planning should recognise the intrinsic character and beauty of the countryside. Furthermore, strategic policies for the conservation and enhancement of the natural environment, including landscape should include not only designated landscapes but also the wider countryside.

The landscape of the town is of high quality. The built-up area of Dronfield is bordered to the north, south and west by land identified as Primary Areas of Multiple Sensitivity (AMES). These are the “most sensitive areas of landscape, which are most likely to be negatively affected by change or development and will attract a strong focus on the protection (conservation) of their environmental assets.”⁷⁻²⁴

Natural England identifies a number of landscape character areas. The western section of the town falls within the Derbyshire Peak Fringe and Lower Derwent Landscape Character Area⁷⁻¹⁵, and wooded slopes and valley landscape type. This landscape type is characterised

by “a rising, undulating landscape with many semi-natural woodlands, some of ancient origin, along steep slopes and valley sides with densely scattered hedgerow and watercourse trees. Ancient semi-natural broadleaved woodland is a prominent characteristic of the Wooded Slopes and Valleys.”

The eastern section of the town falls within the Nottinghamshire, Derbyshire and Yorkshire Landscape Character Area, and Wooded Hills and Valleys landscape type. This area is characterised by “a broadly undulating upland with a strongly wooded character, defined by woodland, mixed farming and sparsely scattered settlement.”

The Historic Landscape Character Assessment⁷⁻¹⁵ work conducted by Derbyshire County Council identified the landscape around a small number of settlements, including Dronfield, as historically sensitive on account of their ancient enclosure, characterised by fossilised field strips or irregular field patterns. A Historic Environment Study⁷⁻¹⁶ commissioned by NEDDC to inform the emerging Local Plan provides a detailed review of landscape character in North East Derbyshire. The study highlighted a number of historic landscapes including:

- “Post 1650 enclosures with irregular fields”, a feature prevalent outside the settlement boundary.
- “Enclosures of unknown date with irregular fields”, primarily to the north-west and containing a number of important sites of historic importance.
- “Industrial”, includes two centrally located sites.
- “Ancient enclosures and fossil strip systems”, found primarily to the north-east corner with a few to the north of the town.
- “Managed plantation/woodland”, the largest of which is Frith Wood which appears on maps from 1835.

The Historic Environment Study⁷⁻¹⁶ concluded that “The landscape of

the constrained north outside the settlements, retains historic field patterns and historic woodlands that are characteristic of its industrial past. The wealth of Listed Buildings, Conservation Areas, Historic Environment Records and ancient parts of the Historic Landscape Characterisation pertain to this.”

Other reports and studies have highlighted the importance of the landscape in the town and the surrounding area. A good example is NEDDC Settlement Hierarchy Study (2013 and Update (2017)* as is the NEDDC Green Infrastructure Plan⁷⁻¹⁷, which highlights the need for protection and enhancement of the district’s landscape character as an integral part of planning for new development. The NEDDC Settlement Role and Function Study⁷⁻¹⁰ (2013) states, “Overall the evidence points to the relative sensitivity of the landscapes of the Peak Fringe to future development growth. The character of these landscapes remains distinctive, retains a high level of environmental quality (visual, ecological and historic) and high levels of relative tranquillity at a county scale. Significant growth of settlements within the Peak Fringe or of settlements immediately abutting the Peak Fringe could have

potentially adverse effects on these identified qualities.”

The studies undertaken and referenced in the above make it clear that the town has a quality landscape that is highly sensitive to change and irreplaceable. It is critical, therefore, that any future development respects and, as far as possible, conserves and enhances the distinctive character and sense of place.

POLICY ENV2: LANDSCAPE CHARACTER

Development proposals should contribute to the protection, maintenance and enhancement of the character of the local landscape. Proposals, wherever possible should:

- a) reinforce local character and a sense of place through appropriate design and materials;
- b) incorporate landscaping and boundary treatments local in character including the use of native tree and hedgerow species; and
- c) have regard to the extent to which the development would adversely affect landscape elements which contribute to the local historic landscape character; including features such as ancient and irregular field enclosures, ridge and furrow, stone walls, woodlands, mature trees and historic hedgerows.

* <http://www.ne-derbyshire.gov.uk/index.php/your-council/document-library/local-plan-exam-library/03-supporting-docs-evidence-base/settlements-and-separation/2356-eb-ss1-settlement-hierarchy-study-update/file>



Green and Blue Infrastructure

As well as landscape, the Plan will seek to conserve the town's green and blue infrastructure. Green infrastructure is the whole network of grasslands, woodlands, hedges, lanes, rivers, ponds, streams that together form a network across the area. The rivers, ponds and streams are sometimes referred to as blue infrastructure. Individual elements of green and blue infrastructure can serve a useful purpose but, when linked together to form networks, further combined benefits can be achieved. The network performs

multiple functions, including providing opportunities for informal recreation; a haven and routes and corridors for wildlife; a recreation area; and, overall, contributing to the town's settings; and contributing to residents' health and well-being. The NEDDC Green Infrastructure Plan⁷⁻¹⁷ identifies green infrastructure as a way to potentially enhance tourism, by increasing linkages both within the district but also sub-regionally.

- It is important that new development is supported by a network of Green and Blue Infrastructure that not only reinforces landscape character but can also deliver the multiple public benefits that contribute to the quality of life and social well-being.

- The work conducted by Derbyshire County Council on Areas of Multiple Environmental Sensitivity⁷⁻¹⁴ identifies the town's green and blue infrastructure as supporting areas of ecological sensitivity and importance. Whilst the town does not have any statutory sites, it does have two sites which have been designated of national importance close to its borders.

These are:

- The South Pennine Moors Special Area of Conservation/Special Protection Area (SAC/SPA), located approximately 3 kilometres to the west of the town boundary.
- The Moss Valley Woods, a Site of Special Scientific Interest (SSSI) which adjoins the northeastern boundary of the town and encompasses a high proportion of Ancient Woodland. The broader Moss Valley sits within the Green Belt and, in addition to Moss Valley Woods, incorporates two further separate SSSIs, providing an indication of its biodiversity value. The Moss Valley Biodiversity Study (DCC Countryside and Natural England, 2005⁷⁻¹⁸) recommended further work be undertaken to create linkages across the whole landscape area.

Furthermore, the town encompasses a number of green and blue spaces which have been identified as being of local ecological importance. UK BAP priority habitats are significant in that they have been identified as being the most threatened and requiring conservation under the UK Biodiversity Action Plan (UK BAP19)⁷⁻¹⁹. The primary habitat objective for the Peak Fringe in the Lowland Derbyshire Biodiversity

Action Plan (2011-2020) is the “maintenance, restoration and expansion of woodland, grassland, heathland and wetlands ...” UK BAP Priority Habitats in the town include deciduous woodland, a small number of traditional orchards and good quality semi-improved grasslands (non-priority).

Of special importance is the Lea Brook Valley, which is a green corridor stretching from the wetlands of the Gosforth Valley, through the centre of the town to the River Drone. (The river Drone rises in Batemoor, at the very southern edge of Sheffield.) It flows through Dronfield in a steep channel and joins the River Whitting at Sheepbridge in Chesterfield.

The town has two significant pockets of Ancient Woodland: Frith Wood (Ancient and Semi-Natural Woodland and Ancient Replanted Woodland) and School Wood/Hollins Spring Wood (Ancient and Semi-Natural Woodland). These woodlands are important for biodiversity conservation as well as cultural and historical significance.

This green and blue infrastructure support a wide variety of wildlife, not only outside the built-up area but in the heart of the town. Wildlife in the Lea Brook valley includes more than 127 species of wildflowers, at least 85 species of birds (45 of these species nesting), 3 species of dragonflies, 8 species of butterflies and 5 mammal species. The great-crested newt, a UK BAP and Lowland BAP priority species have been recorded at several locations in the town. The main threat to the great-crested newt is the loss of breeding ponds and associated terrestrial habitats, mainly due to development, agricultural intensification and drainage. The newts are found in standing water, swamps, tall herb and fen mires and previously developed land. Fragmentation of both aquatic and



terrestrial habitats is also an issue, causing populations to become both smaller and more vulnerable. The water vole is another priority species recorded in the town. Once common and widespread throughout the UK, they have suffered a long-term decline caused by loss of wetland habitats. Water voles are found in running water, standing water, swamps and tall herb fen and mires.

The Plan seeks to ensure that future development conserves and, where possible, enhances green and blue infrastructure. Furthermore, where possible and appropriate, priority habitats and habitats suitable for priority species will be created within development schemes.

■ **POLICY ENV3: THE LEA BROOK VALLEY GREEN CORRIDOR**

The Lea Brook Valley, as shown on **Map 7**, is defined as a Green Corridor. Development proposals affecting this feature should seek to support and enhance its operation as a multifunctional corridor for the movement of wildlife, people and the provision of ecosystem services.

Where appropriate and practicable, proposals for development should seek to connect with this corridor, through for example walking and cycling access.

■ **POLICY ENV4: ECOLOGY**

Development proposals will be expected to respect and enhance existing ecological corridors and landscape features (such as watercourses, ponds, hedgerows and tree-lines) for biodiversity, wherever appropriate, and show how any adverse impact will be managed or mitigated to make the development acceptable.

Enhancement and compensation measures will be targeted to benefit local conservation priorities as identified in the Lowland Derbyshire Biodiversity Action Plan.

Local Green Spaces

Green spaces within Dronfield are highly valued by the local community and provide opportunities for sport, recreation and community events. Some of these green spaces provide vital stepping stones for wildlife through the centre of the town. They are especially important given that the 2012 North East Derbyshire Green Infrastructure Study⁷⁻¹² showed that the town generally has an under provision of such recreation areas relative to its population size. The NPPF⁷⁻¹ enables a neighbourhood plan to identify and protect local green spaces of special importance to the community, where it meets certain specified criteria, such as where the green space is in reasonably close proximity to the community, is demonstrably special to a local community and not an extensive tract of land. Those sites that qualified under the criteria are outlined with justification in the accompanying Local Green Spaces Report which forms part of the evidence base⁷⁻³³.

■ **POLICY ENV5: LOCAL GREEN SPACES**

The spaces listed in **Appendix 6** and illustrated in **Map 6** are designated as Local Green Spaces on which development will only be supported in very special circumstances unless it is consistent with the function of the Local Green Space.

Trees and Woodlands

Trees and woodlands are defining features of the Dronfield landscape. They include areas of ancient semi-natural woodland, deciduous woodland and traditional orchards

(UK BAP priority habitats). Woodlands are valued for their wildlife, landscape and recreational uses and need to be sensitively managed and links between them, such as hedgerows, need to be maintained to allow animals and plants to spread. The planting and management guidelines for wooded slopes and valleys aim to:

- Promote small-medium scale woodland planting
- Conserve and restore all ancient woodland sites
- Promote linked extensions to ancient woodland by natural

regeneration and planting

- Promote the use of indigenous tree and shrub species
- Re-establish and enhance physical links between existing isolated woodland and hedgerows

The Plan seeks to protect and enhance the woodland character of the town through the conservation and extension of trees and hedgerows. It is important that new planting be of an appropriate species, as outlined in the planting and management guidelines produced by Derbyshire County Council⁷⁻²⁰ and The Habitat Creation Guide for Lowland Derbyshire.⁷⁻²¹

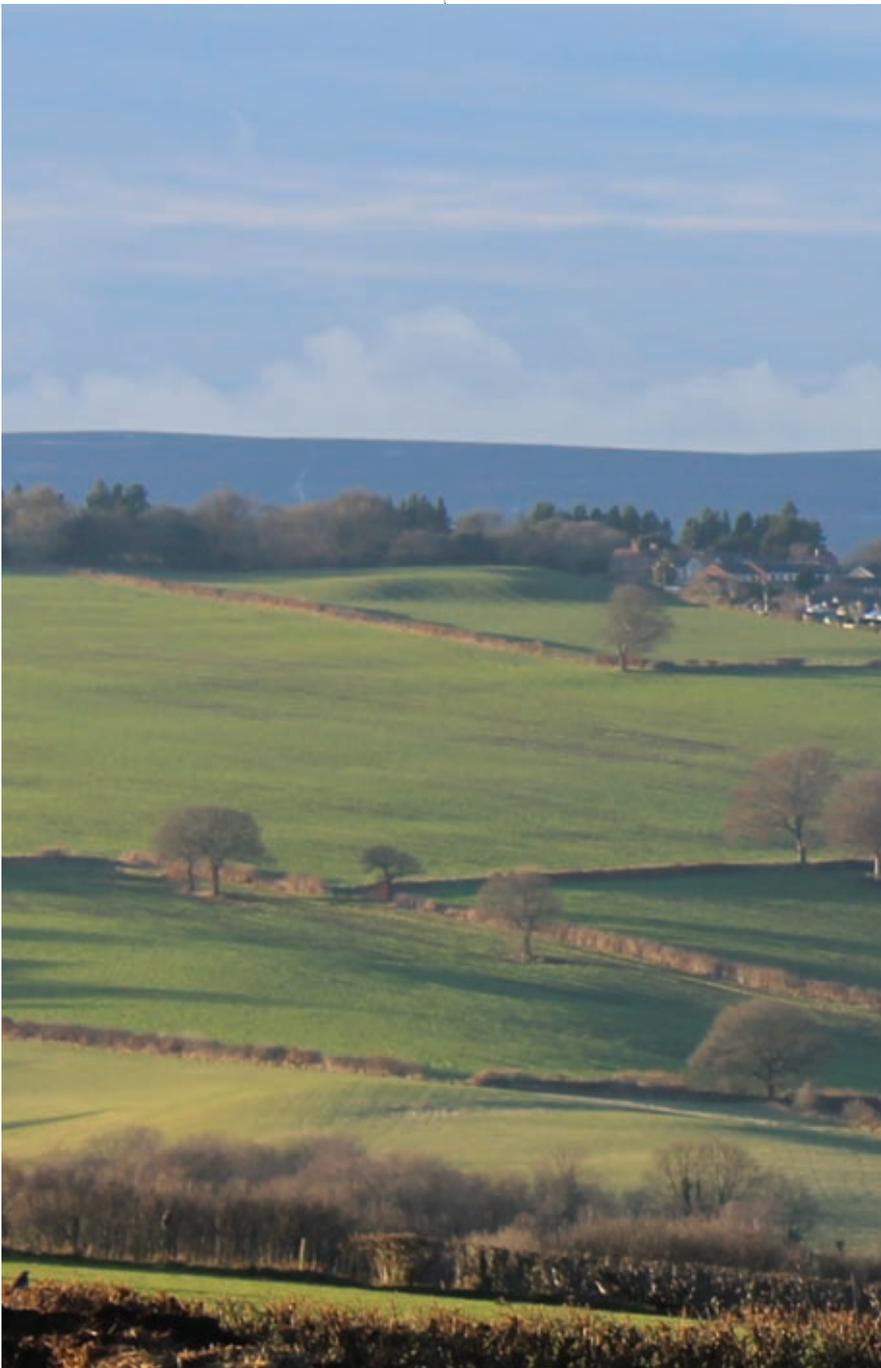
Where trees are to be felled, equivalent replacement tree planting in the town will be sought.

■ **POLICY ENV6: TREES AND WOODLANDS**

Development proposals will be encouraged to increase tree coverage and retain existing trees and hedges by integrating them into the design of the development.

Where development proposals would damage or result in the loss of trees, hedges and woodlands of arboricultural, ecological and/or amenity value, they will not be permitted unless the harm is outweighed by the benefits of the development.

Development proposals which may significantly adversely affect such trees and hedgerows of good value should be accompanied by an independent survey that establishes the health of any affected trees or hedgerows, and a management plan to demonstrate how they will be so maintained.



THE PLAN

HOUSING AND INFRASTRUCTURE

Dronfield needs a sustainable level of new housing based on identifiable local needs and taking into account mix, type and density. Legislation dictates that the Plan must conform to national and district planning policies.

The emerging Local Plan from North East Derbyshire District Council proposes a minimum of 569 homes to be built in Dronfield between 2014 and 2034 and the majority on greenfield sites currently in the Green Belt.

Consultation with the community shows that while not opposed to sustainable development in line with recent historic trends, there is concern about the scale as proposed in the NEDDC Local Plan (Publication Draft) and the consequent pressures that would be put on the town's infrastructure and character.

Taking into account the community's feedback, the Plan

supports the prioritisation of development of brownfield sites above greenfield and Green Belt land. This echoes core planning principles in national policy which highlight the need to preference development on land of a lesser environmental value and reusing land that has been previously developed (provided that it is not of high environmental value).

By analysing local needs, the Plan supports the development of housing for the elderly, and starter homes for the town's next generation. It is important that any housing growth is of the right type to support the changing needs and priorities of the population.

The Plan also recognises there will be opportunities for small scale developments of less than 10 homes and that these "windfall" sites have the potential to provide a modest source of new homes.

HOUSING

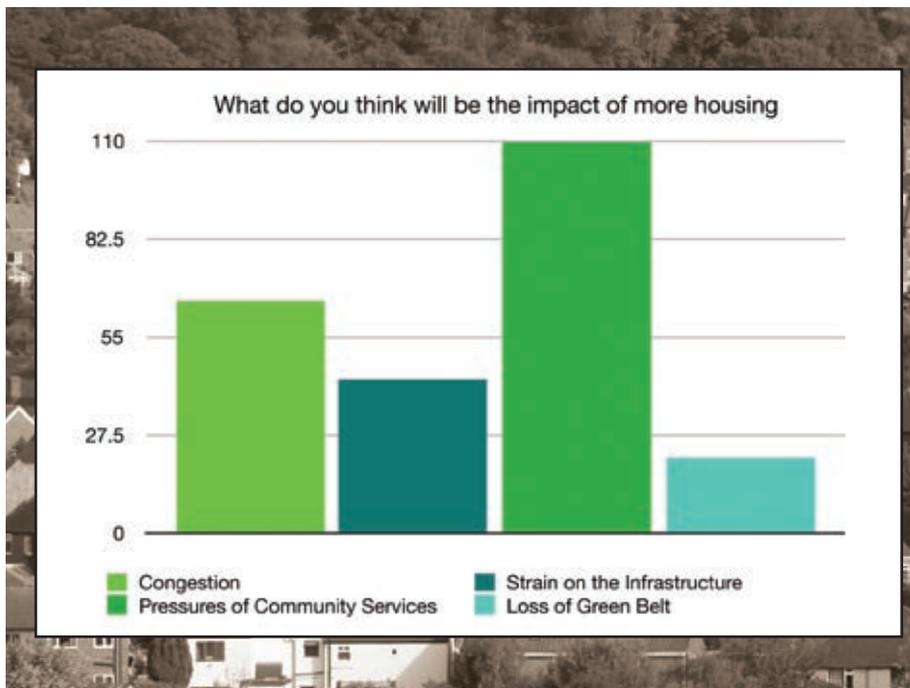
What our community says:

Our town is not a suitable and sustainable location for significant house building

Any house building should be limited in number and carefully controlled

New homes should not be built on green belt land

New homes should be of a type and design that reflects the needs and aspirations of the town



Themes and Policies

HOUSING & INFRASTRUCTURE

Background

Legislation requires that a neighbourhood plan must be in general conformity with national and district wide (i.e. North East Derbyshire) planning policies.

At the local level, the key planning document, which the Dronfield Neighbourhood Plan must take into account is the emerging North East Derbyshire Local Plan,⁵ which sets the agenda for housing numbers and growth within Dronfield and the wider North East Derbyshire district. The housing numbers required by North East Derbyshire currently propose a minimum of 569 homes to be built in Dronfield between the period of 2014 and 2034 and that the majority of this housing growth should take place on greenfield sites currently in the Green Belt.

- Consultation shows that the community, while not opposed to limited, sustainable housing development, in line with recent historic trends, is concerned about the scale of housing development proposed for the town as set out in the draft District Local Plan⁷⁻⁵. It is considered that the town is not a suitable and sustainable location for the scale of development proposed, especially given that:
 - in order to meet proposed housing requirements, the Publication Local Plan⁷⁻⁵ proposes all housing development should take place on greenfield sites, requiring the re-designation of large areas of land presently in the Green Belt. National planning policy⁷⁻¹ is explicit that, "Once established, Green Belt boundaries should only be altered

THE PLAN AIMS:

- **To support a level of housing provision that meets local need**
- **To support the development of housing for the elderly and affordable homes**
- **Prioritise the use of brownfield sites for housing and other forms of development**
- **To ensure all new development includes suitable infrastructure to address its needs and any new impact it may have**
- **To preserve its residential aspect**

in exceptional circumstances". The exceptional circumstances, which national planning policy requires for the alteration of Green Belt boundaries are not present;

- there are alternative suitable and sustainable locations elsewhere in the District which could accommodate this housing growth, for example, brownfield sites and vacant or under-utilised employment sites, which do not meet modern business requirements. It is felt that the District Council could do more to encourage brownfield site identification and development.
- major development will have an adverse impact on the distinctive character of the town, and Dronfield lacks the services and infrastructure (much of which is already under pressure) to support such growth; and
- the draft Local Plan proposed a housing target of about 569 new homes in Dronfield. However, only 70 houses have been built in the

town since 2011, which suggests this is responsive to normal market conditions of supply and demand.

Housing Allocations

The Plan does not allocate land for housing. This is a matter best dealt with through the Local Plan process. It does, however, support suitable and sustainable housing growth in Dronfield within the existing urban area as defined by the Green Belt.

- Further, it considers, that the needs and views of the community, should be a key factor in determining the scope and detail of any housing proposal (s) should they happen. The consultation undertaken as part of the preparation of Plan underlined the community's opposition to the release of land presently in the Green Belt to provide for housing allocations.

Windfall Housing Development

The NPPF describes windfall housing sites as, '*Sites which have not been specifically identified as available in the Local Plan process*'. They normally comprise previously-developed sites that have unexpectedly become available.

In the past, such sites have made use of underused or redundant buildings and have made a significant contribution to the town's housing numbers. This is a trend which is expected to continue. Though these sites are not identified, the relatively high land values in the town coupled with the level of vacant and inappropriately located land and buildings, including some sites in employment use (see employment section), mean that windfall sites have the potential to provide a modest source of housing and other forms of development.

Consultation shows that the community is generally supportive of such windfall housing development, where it is within the built-up part of Dronfield, otherwise suitable in scale location, harmonises with the existing character and help meet need a local need. The community value the rural setting of the town and would like to see opportunities for development on brownfield sites fully utilised prior to approval of development on greenfield sites.

We consider that there will continue to be opportunities for small scale 'windfall' housing developments.

■ **POLICY HOU1: WINDFALL HOUSING DEVELOPMENT**

Development proposals for windfall housing within the existing urban area (the built-up area of the town not covered by the Green Belt) will be supported where in accordance with relevant policies in the Plan (especially D3) and relevant District and national policies, and where they:

- a)** are well integrated within adjoining uses and the surrounding areas;
- b)** provide protection and integration for natural features such as trees, hedges and streams;
- c)** provide for a safe vehicular and pedestrian access to the site; and
- d)** that traffic generation and parking impact including mitigation measures do not result in an unacceptable impact on, road and pedestrian safety.

Housing Mix

There is a need to encourage a wider range of house types to meet the existing and future needs of the residents of the town. It is important that any housing growth is of the right type to support the changing needs and priorities of the population.

As part of the development of the Plan, a detailed examination of the available housing characteristics data from the 2011 Census⁷⁻⁷, NEDDC⁷⁻²²,

Rykneld Homes (who manage NEDDC's housing stock), consultation findings⁷⁻⁶ and other sources has been undertaken. This report⁷⁻³⁴ can be found at <http://www.dronfield.gov.uk/neighbourhood-plan.html>

This provides strong evidence that the need for smaller dwellings (one or two bedrooms) will grow significantly over the Plan period. Some of this need will be created by first-time buyers trying to get onto the property ladder, but perhaps more significantly by the growth in the number of households of retirement age. It also shows that there is a relative under provision of such housing. At 26%, the proportion of the housing stock in the town (at the time of the 2011 Census) which had one or two bedrooms was well below the district (35%) and the national (40%) averages. It provides evidence that there is a growing need for specialist housing, for example, suitable for elderly people for both sale and to rent.



This means that housing developments should provide more smaller dwellings as well as well-designed specialist housing if local needs are to be addressed.

The provision of the smaller types of dwellings may also help to address the relatively high number of properties that are under-occupied because of the household reducing in size - for example, elderly households continuing to occupy large family housing. This may allow older people in the town to downsize thus freeing up larger properties for new families and young people.

The Plan is not seeking the construction of exclusively one or two bedroomed and specialist housing (e.g. for disabled people) over the Plan period. It does, however, seek to

encourage the supply of these types and size of dwellings in the housing mix to create a more balanced demographic over time. Residential development proposals will, therefore, be required to demonstrate how they have taken into consideration the most up to date published evidence of housing need at a local or district level. This evidence may be produced by the District Council, Town Council or at the developer's expense. In the case of the latter, evidence will need to be verified by the Town Council.

Taking into account the feedback from the community consultation and the need identified, this Plan supports an appropriate amount of sustainable housing

which has demonstrable need and deliverability, and which is of an appropriate mix, type and density.

■ **POLICY HOU2: HOUSING MIX**

New housing development should provide for a mix of housing types, sizes and tenures taking into account evidence of existing imbalances in housing stock, site characteristics, viability and market considerations. Proposals will be required to demonstrate how they have taken account of the most up to date published evidence on housing need at a local or district level. The provision of smaller dwellings (e.g. 2 bedrooms or less) and specialised housing suitable to meet the needs of young families, disabled, young people and older residents are encouraged within housing developments to meet a town housing need.



Housing Affordability

The Plan adopts the Government's definition of Affordable Housing as contained in the National Planning Policy Framework⁷⁻¹. This describes affordable housing as, "social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices*".

It remains a key housing issue for the town, and prices can be too high for those on average incomes. According to government figures, the average house price in the town was £219,453 in 2016; while this figure is below the National average (£282,672) it is well above the district norm (£188,451).

Local planning policies for the provision of affordable housing are set at the district level. There is a general requirement to provide 40% affordable units on-site when negotiating on residential and mixed-use schemes in the town of 0.5ha and above and for schemes of 15 dwellings or more. There is a strong case for meeting local targets for affordable housing provision, and the Plan supports the provision of suitable, affordable housing, that clearly reflects and meets an evidenced local housing need.

The evidence gathered does not support the Plan developing its own specific affordable housing policy as regards the proportion of newly built dwellings to be affordable. It does support local planning policies and underline the importance that it should be assertively implemented within the Parish.

Further, there is also a compelling case for affordable units to be prioritised for those individuals in housing need with a local connection. People with a local connection currently receive a degree of priority in the form of

enhanced waiting time on the Housing Register. This covers applicants from Dronfield and adjoining parishes within North East Derbyshire.

The Plan supports the application of a Local Lettings Plan to new housing development where appropriate and not discriminatory. In addition, the Plan wishes to promote the creation of integrated and sustainable communities by having affordable housing units spread throughout the development rather than concentrated in one area and indistinguishable from market housing.

■ **POLICY HOU3:** **AFFORDABLE HOUSING**

Where affordable housing is to be provided as part of a development, it should be designed and delivered to be indistinguishable from market housing and must be distributed evenly through the development as a whole. In legal agreements connected to planning consents that deliver affordable housing, nomination rights will normally be expected to give priority to applicants with a strong local connection to Dronfield town, i.e.:

- Has lived in Dronfield town for more than 5 years; or
- Has close family living in Dronfield town for more than 5 years.

Infrastructure needs of housing and other forms of development

A major theme of the consultation was that the additional infrastructure needs arising because of housing and other forms of new development must be addressed and at the earliest opportunity.

The town continues to be the location for development, much of it potentially large scale, and that the infrastructure, whether that be roads, schools, medical facilities, public transport provision or any of the range of needs new

development can bring, are not being addressed, and maintained, in a timely, long-term or coordinated manner. It is imperative that development provides suitable infrastructure to cater for both immediate and further needs.

Community consultation highlighted the issue of infrastructure. A significant proportion of the community feel that much of the development that has taken place has been piecemeal, and inadequate consideration has been given to any infrastructure requirements arising and their future maintenance. Examples include the redevelopment of the old Dronfield School Gosforth Site with residential dwellings and sports facilities. Due to inadequate consideration of parking provisions, regular complaints are received on match days about the estate being overcrowded with parked cars. Similarly, in 2014 a development comprising one detached dwelling and 4 apartments was approved at 355 Chesterfield Road, with the parking provision deemed to be adequate. However, it has subsequently emerged that some of the occupants are now parking on Chesterfield Road and its verges, which is creating visibility issues for other road users. Very little consideration has been given to the availability of public transport and particularly bus services in Dronfield and Coal Aston, which have reduced steadily over recent years. Because much of the development that has been approved in recent years has been below the threshold for developer contributions to be required, investment in local infrastructure has been minimal. This is despite the fact that several smaller scale developments can have a substantial cumulative impact on the demand for services.

To ensure that future housing development is supported by an appropriate level of infrastructure,

* <https://www.gov.uk/guidance/definitions-of-general-housing-terms>

proposals will be assessed against the criteria in Policy HOU4, and other relevant policies in the Plan. It provides further detail to accompany relevant emerging planning policy in the Local Plan.

All development should be assessed for the impact it has on the local community and area; and all new development should provide suitable infrastructure to cater for both immediate and future needs, whether that be roads, schools, health or any other of the range of needs new development can bring. They must also give consideration to the maintenance implications of any proposals.

■ **POLICY HOU4: INFRASTRUCTURE FOR NEW HOUSING AND OTHER FORMS OF DEVELOPMENT**

Any identified additional infrastructure needs arising as a result of proposed new development must be addressed before planning approval is granted. Approvals will be conditioned so that, where necessary, infrastructure is in place preferably prior to development taking place, but, at a minimum, at appropriate times in the phasing of the development. In particular, development proposals will be assessed against the following:

a) site access and the need for any additional road capacity, car parking

and public transport provision;

b) new infrastructure to ensure the development is accessible by foot, cycle and people with mobility impairment and that connections are made to link with existing walking and cycling routes;

c) the need for any additional capacity in local services in particular health and schools;

d) any recreational open space provision required in the proposed development should be central to the development, fully integrated and suitably overlooked by adjacent properties;

e) where relevant, proposals should include measures for future maintenance of open spaces, hard and soft landscaping and other public areas and facilities;

f) the inclusion of appropriate and adequate lighting; and

g) suitable capacity in local infrastructure including power supply, sewerage and drainage.

Developer Contributions

Development can bring significant benefits to the local community, including new homes and jobs. It can also have a negative impact, for example, where additional demand is placed on facilities and services, which are already at or near capacity. Planning obligations (also known as Section 106 agreements) may be used to secure infrastructure or funding from a developer. For

example, a planning obligation might be used to secure a financial contribution towards improving existing recreational facilities or affordable housing. However, there are strict regulations governing the circumstances in which planning obligations can be sought and how it can be spent. A new system is also being introduced to be used alongside the use of planning obligations. This is known as the Community Infrastructure Levy (CIL) and is set at 25% in areas where there is a neighbourhood plan. As part of the preparations for draft Local Plan the District Council has concluded that CIL is not currently a viable option for the District and has no current plans to pursue it.

Through the preparation of the Plan, the Town Council, in conjunction with the community and other stakeholders, has identified a small number of priority areas they wish to secure funding for (either in whole or in part) should the Council decide to adopt CIL in the future. Priority areas for funding are (in no particular order):

- Parks and recreational facilities.
- Footpaths.
- Infrastructure.
- Public transport.
- Community facilities.

■ **POLICY HOU5: DEVELOPER CONTRIBUTIONS**

The Town Council will seek to prioritise the use of financial contributions, whether from Section 106 agreements, Community Infrastructure Levy or negotiated obligations, for improvements to, and enhancement of, the areas identified above. Developers are encouraged to engage with the Town Council prior to the preparation of any planning application to confirm these local priorities, ensuring that, where appropriate and viable, the facilities proposed to complement any development proposals reflect these priorities.



THE PLAN TRANSPORT & ACCESS

Dronfield's popularity as a place to live and its convenient location with accessibility to the major road networks has meant a significant and growing amount of road traffic. The car provides the principal mode of transport for Dronfield residents, the majority of whom commute to work outside the town.

The transport infrastructure of the town is struggling to cope on a largely historic street pattern which is inadequate for modern needs. The Plan, therefore, aims to support a suitable transport network to serve all users as well as ensuring new development does not result in an unacceptable overburdening of the existing network.

Transport issues were frequently referred to in the consultations with issues such as the high number of HGVs in the town; road and pedestrian safety and the lack of safe parking high on the agenda. The lack of a good public transport system was also cited as a major barrier to its greater use.

The Plan's transport policies seek to ensure that any new development incorporates measures to accommodate traffic and provide sufficient safe and convenient car parking. Any additional infrastructure needs arising from new development must be addressed.

TRANSPORT AND ACCESS

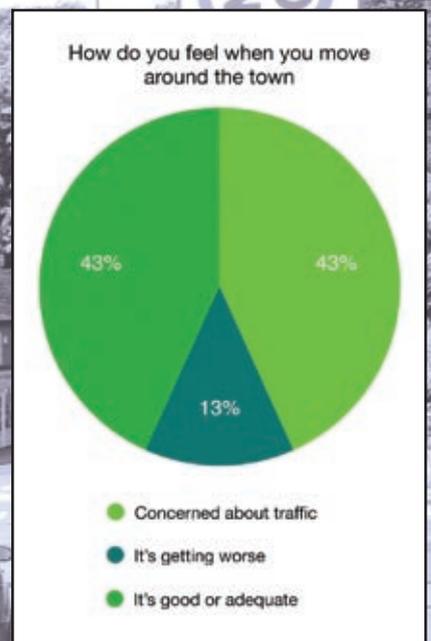
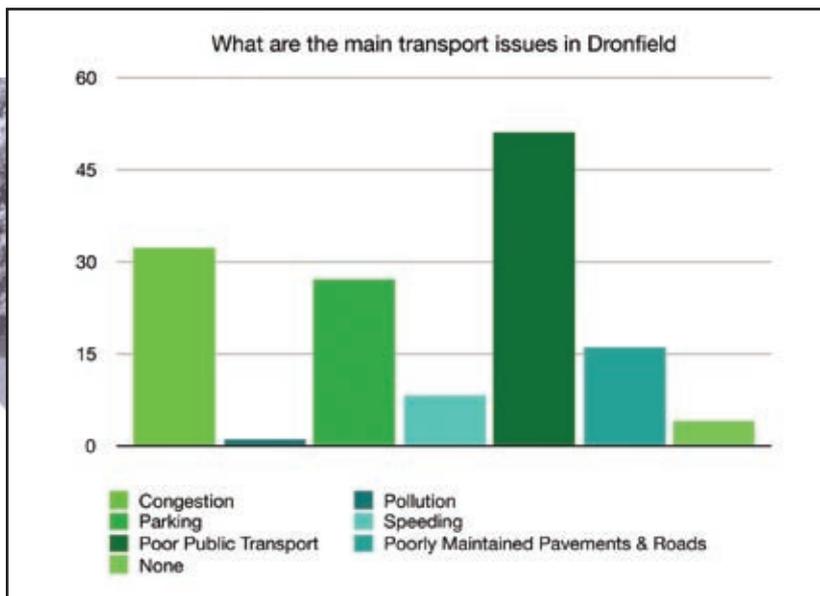
What our community says:

There are problems with inconsiderate and inadequate parking

There is already limited public transport around the town with a risk that bus services will decrease further

An increase in traffic due to new developments would be concerning

High and growing transport movements are concerning, especially HGVs, pedestrian safety, air and noise quality.



Themes and Policies

■ TRANSPORT AND ACCESS

Background

Transport issues, such as the high number of HGVs within the town, road and pedestrian safety and the lack of adequate parking within the town have been identified as significant during consultation, not only with residents, but also employers, visitors and other interested parties as well as studies such as the Dronfield Regeneration Framework, Dronfield 2035⁷⁻²³ produced by NEDDC in 2013.

The car provides the principal mode of transport for residents and visitors. According to the 2011 Census,⁷⁻⁷ 85% of households had access to one or more cars, a rate that is far higher than the comparative district (78%) and national (74%) averages. While the town provides some services and facilities, these are limited. Many residents commute; NEDDC's Settlement Role & Function Study 2013⁷⁻¹⁰ tells us that 70-80% of people commute to work outside the town and the clear majority travel to Sheffield, followed by Chesterfield. Almost 50% of those employed travel to work by car or van, which is far more than the national average of 37%.

The inadequacy of public transport provision in the town is considered to be one of the main barriers preventing its greater use by residents.

Traffic Management and Congestion

The town's popularity as a place to live and visit, coupled with its

THE PLAN AIMS:

- **To promote sustainable transport network which serves all users**
- **To increase road safety.**
- **To improve and manage car parking.**
- **To reduce vehicular movements especially by Heavy Good Vehicles.**
- **To alleviate traffic congestion and implement transport measures that support sustainable improvements to the transport network.**
- **To promote good mobility around the town, through a cohesive, well maintained network of paths, community transport and safe roads.**

convenient location on the main highway network with good road connections especially to the A61 and M1 motorway result in a significant and growing amount of vehicular traffic. The town's transport infrastructure is struggling to cope with the levels of vehicular traffic that use it. The road network has developed over many centuries and is simply not designed for, nor suited to, the amount of vehicular traffic, including HGVs, using it. This is especially true of the roads and footpaths in the older parts of the town which are often narrow with no or limited parking provision. At the same time, industrial units and large supermarkets require goods deliveries via HGV. Vehicle speeds are also perceived to be high.

While it is recognised that there has been some investment in the transport infrastructure, there is concern that this (while welcomed) is insufficient to address and keep up with the town's transport needs and priorities. In addition, there is a strong wish that any new developments should ensure that any transport impacts are identified and addressed at the earliest opportunity. Consultation particularly identifies the following areas likely to be negatively impacted by further development:

- Conflict between pedestrians and vehicles along High Street and Church Street.
- Junction of Callywhite Lane, Green Lane and Chesterfield Road.
- Junction of Stubley Lane and Stubley Hollow.
- Sheffield Road (Bowshaw).
- Hallows Lane.
- Snape Hill Lane.
- Chesterfield Road.
- Eckington Road.

In addition, speeding is an issue across the town.

■ POLICY T&A 1: HIGHWAYS

New developments which involve the provision of new highways must meet the following design criteria, they should:

- a) provide suitable measures to accommodate all traffic;
- b) integrate appropriate traffic calming measures within the development;
- c) deliver a high level of security and safety by, for example, providing good visibility; and
- d) limit the need to cross the carriageway and make routes accessible to wheelchair users, and other people with access problems or pushchairs.

■ T&A2: TRAFFIC MANAGEMENT

Traffic management measures that improve vehicular and road pedestrian safety will be encouraged, particularly where road safety issues have been identified locally

- Conflict between pedestrians and vehicles along High Street and Church Street.
- Junction of Callywhite Lane, Green Lane and Chesterfield Road.
- Junction of Stubley Lane and Stubley Hollow.
- Sheffield Road (Bowshaw).
- Hallowes Lane.
- Snape Hill Lane.
- Chesterfield Road.
- Eckington Road.
- Speeding across the town.

Development which would affect any of the areas highlighted above in terms of road and pedestrian safety should especially demonstrate appropriate safety improvements.

Sustainable Transport

The Transport Studies Report⁷⁻²⁴ states that Dronfield has the highest potential for sustainable transport in the district, and the fact that it is the only town within North East Derbyshire to have a railway station places it at the top of the settlement hierarchy (Settlement Role & Function Study 2013⁷⁻¹⁰). The town has limited public transport provision, including bus services and taxis.

Consultation suggests that public transport provision is viewed as, at best, barely adequate. A particular concern is the adequacy of the provision that connects the outlying housing estates such as access in/to the Hallowes Estate and Coal Aston to the main urban centres. Two local bus services (43a & 44a) have recently ceased.

Cycling and Walking

Cycle hubs will be especially encouraged in convenient locations to facilitate the use of more sustainable transport methods.



The preservation or enhancement of the town's bridleways is also encouraged.

■ POLICY T&A3: CYCLING AND WALKING

Where appropriate having regard to the scale and location of the proposal, development proposals will be required to take advantage of opportunities to incorporate improvements to the network of footpaths and cycleways into

their design and layout or may be required to contribute to such improvements through a planning obligation.

They should be able to demonstrate how they link to and enhance the existing cycle and pedestrian networks.

Development proposals that result in the loss of, or have a significant adverse effect on, the existing network of footpaths, cycleways and bridleways will not be supported.

Car Parking

Car parking was raised as an issue by many consultees. Parts of the town experience practical and environmental problems due to insufficient parking provision exacerbated by the inadequate width of the road. Most of the older housing developments within the town have no facility for off-street parking and, thus, many residents are forced to park on the road. In the case of newer housing developments, which do have parking provision, residents may choose to park on the road either for convenience or because they have more cars per household

than the parking available. The cul-de-sac layout of many of these housing developments contributes to this issue.

Parking is a particular problem around Dronfield Railway Station. The existing commuter parking attached to the station is under pressure and, as a result, there is considerable overspill commuting parking occurring in nearby residential area streets, such as Lea Road and Princess Road, causing unattractive street scenes and exacerbating safety issues. In September 2017, Northern Rail

began charging for the use of the station car park. This led to an immediate and significant increase in the number of commuters avoiding charges by parking on local streets and/or in the town's free car parks.

While some on-street parking can help to calm traffic speeds, inadequate off-street parking has resulted in an environment in which many parts of the town that are dominated by cars. It restricts traffic movement, results in unsafe conditions for other road users and pedestrians and restricts parking for those using local shops and services (such as dentists etc.).

Derbyshire County Council has developed important guidelines on car parking provision as part of a development proposal. The Plan supports this guidance. It also urges the application of the highest levels of car parking provision as set out in the guidelines, especially in those parts of the town where the general lack of off-road parking spaces is having the greatest negative impact on the character and quality of life in an area.

Furthermore, the Plan seeks to conserve existing car parking provision from development unless there are strong grounds to justify its loss. **Appendix 3** lists a number of car parks which the Plan seeks to retain, including as an 'Important Community Asset'.

■ **POLICY T&A4: CAR PARKING**

Development proposals that result in the loss of car parking provision will only be supported where:

- a) it can be shown that the loss of parking will not have a severe adverse effect on parking and road safety in the nearby area; or
- b) adequate and convenient replacement car parking provision can be provided.



THE PLAN ECONOMY

Although the majority of Dronfield residents commute to Sheffield and Chesterfield for work, there remain a significant number of businesses in the town providing much needed jobs and services. The Plan, therefore, supports the development of businesses which service the town and encourages the enhancement and improvement of the shopping and services sector. In Dronfield town centre new shopping uses, along with social and community uses, will be

supported. The Plan recognises that the role of the town centre is evolving in line with the national trend for changes to how people shop and use services. The approach taken in the Plan allows owners and developers to grow and evolve in a way that is sympathetic to the role and historic context of Dronfield. Overall, the Plan aims to provide an environment that promotes new and existing businesses.

ECONOMY

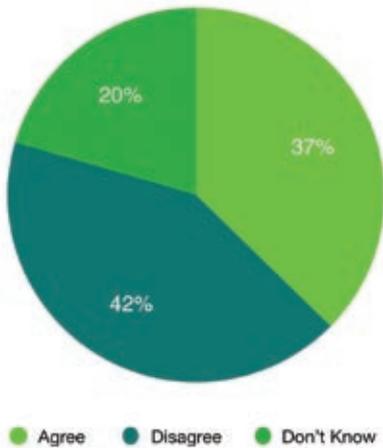
What our community says:

Economic development & employment growth is important but not if it involves large scale development

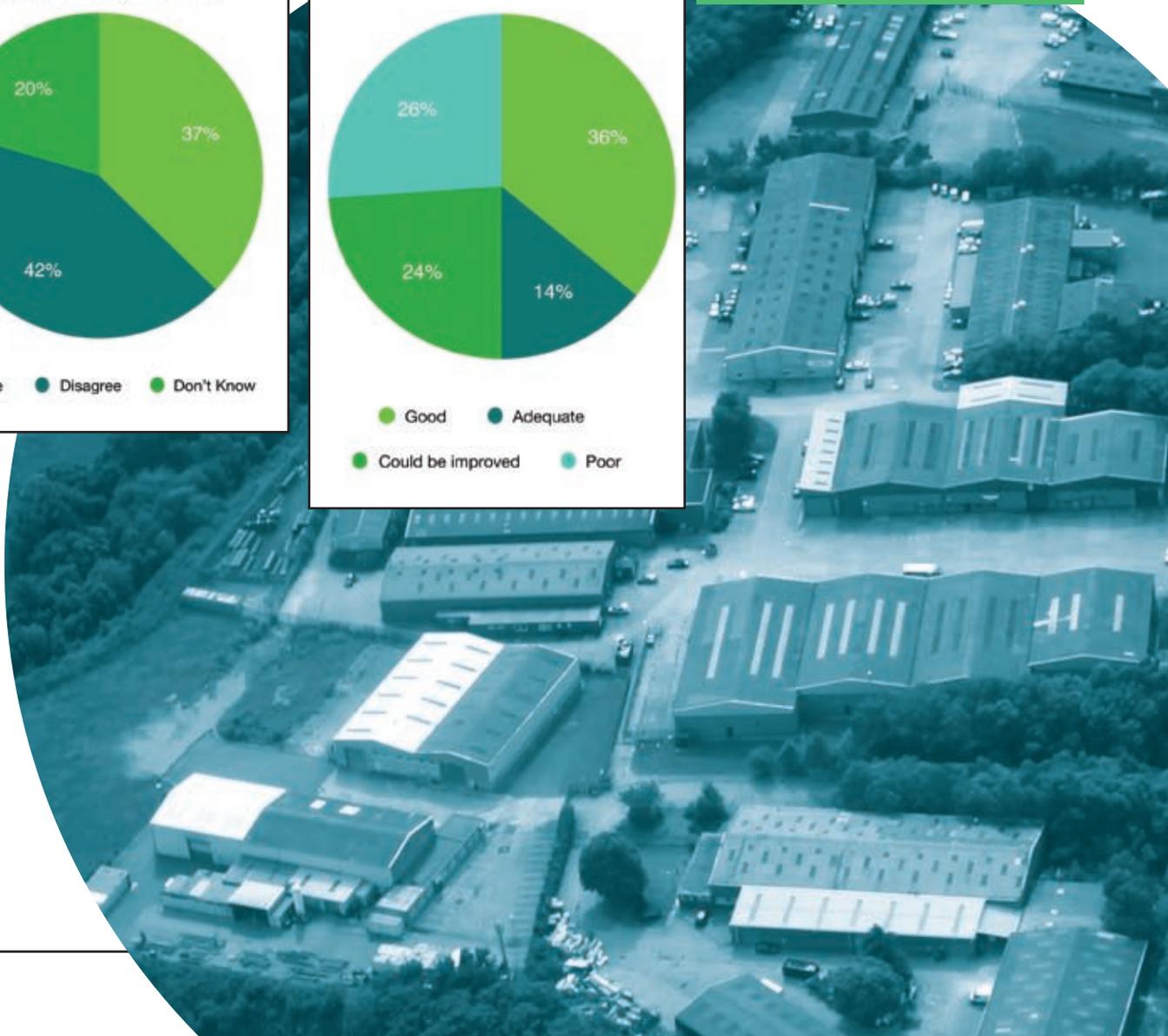
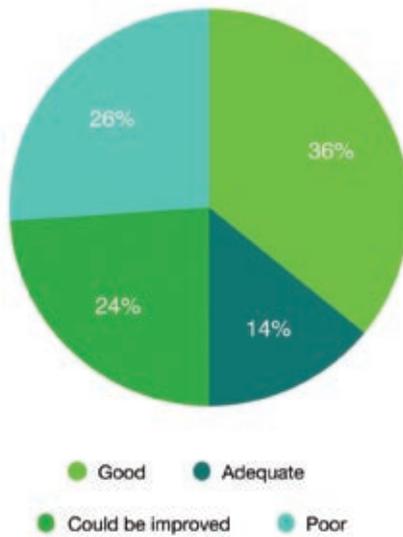
The shopping centres are important but need enhancement

'A wider variety of shops is needed

What are your views on the potential expansion of Callywhite Lane



How would you describe to Town Centre



Themes and Policies

ECONOMY

Background

The town provides around 7,200 jobs, a total of 28% of the district's total number of jobs (Settlement Role & Function Study 2013)⁷⁻¹⁰. It is essentially a commuter town. Its residents normally work elsewhere especially Sheffield and Chesterfield (where an estimated 70-80% of the population travel to for work), with entertainment and retail activity in the town focused on the needs of the town and the immediate surrounding area. It is not a major destination for entertainment or shopping.

The town comprises a town centre and a number of smaller hubs serving the local community as well as two superstores. Within each of the shopping hubs, there exists a variety of chain and independent shops and service provision.

NEDDC's commissioned Retail Study 2018⁷⁻²⁶ confirms that the town has a lower proportion of comparison retailers as well as a smaller proportion of convenience retail units than the national average. The report states that, at the time, there was a reasonable range of retail services for a centre of its size, with a hairdresser and travel agents, a good range of banks and other financial services as well as numerous restaurants and takeaways. Also, that it was performing below its potential in the retail hierarchy, with a unit vacancy level of 15.8% which is notably higher than the national average (10.5%).

With an ageing population access to such locally based shops will become increasingly important.

THE PLAN AIMS:

- **To provide an environment that promotes new and existing businesses.**
- **To encourage the vitality and viability of Dronfield town centre and other shopping areas.**

Town Centre

Dronfield town centre (see **Map 3**) consists of a historic core stretching from the library to The Forge and a 1960s shopping parade with flats above, which includes the Civic Hall and sports centre and is dominated by three large car parks. The area has seen some expansion in recent years with the inclusion of a Sainsbury's supermarket and improvements to the historic core. However, the arcade section is now dated and has dwindling occupancy rates and high rents. It has recently lost a bank and hairdresser, and many units are now charity shops. The weekly market runs from one car park and the Civic Hall and remains fairly popular, particularly with the town's older population.

Like many other similar town centres, it faces challenges. These include competition from other nearby shopping centres such as Sheffield and Chesterfield as well as the growth in non-traditional form of shops and shopping particularly hot-food takeaways and on-line shopping.

NEDDC's Dronfield Town Centre Health Check 2013⁷⁻²⁵ showed that residents like facilities such as the Civic Hall and the leisure centre, but are concerned about empty shops and have mixed opinions about the adequacy of parking.

During the Plan consultation, respondents were asked how they would describe the town centre. There were mixed views with a roughly 50/50 split between respondents who were positive and those that considered it could be improved. Some respondents felt the town centre to be dull and in need of a better selection of shops and general improvement. Many respondents also commented that there were too many charity shops. The lack of a post office in the town centre was also noted; also, comments were received that the market was "shrinking", and that the quality of shop provision was reducing.

The town centre boundaries in the 2005 Local Plan have been amended in the Publication Draft Local Plan on the basis of the Retail Study (2018). The Study recommends contracting the town centre boundary to cover the proposed area from Sainsbury's in the north-west, to the Forge Shopping Centre in the east. Further, that the shopping parade along Sheffield Road/ Chesterfield Road is designated as a Local Centre.

In January 2017, NEDDC adopted a Regeneration Framework for Dronfield, Dronfield 2035.⁷⁻²³ This document identified, amongst other things, key opportunities for improvement within the town centre and, more widely, including improvements to the Civic Centre through:

- Improvement of the market offer.
- Moving the Post Office to the Civic Centre.
- Re-surfacing and considering the planting of trees and shrubs.

- New street furniture and improved lighting.
- A new canopy to the shopping precinct.
- Increasing social use of the Civic Square.
- Wholesale redevelopment of the shopping precinct.

The suggested improvements to the town centre contained in Dronfield 2035 have been reviewed as part of the development of the Plan. Consultation with the community and other stakeholders has confirmed that they continue to be relevant and provide a sound basis to improve the town centre. This will be used to work with developers, NEDDC, Town Council and other relevant organisations to realise improvements, including through developer contributions.

Within the defined Dronfield town centre, new shopping uses, along with social and community uses, will be supported. In supporting such uses, the Plan recognises that the role of town centres is changing, within a broader pattern of changes to how consumers shop and access services. The approach taken in the Plan is a flexible one that will allow owners and developers to grow and evolve in a way that is sympathetic to the role and historic context of Dronfield.

■ **POLICY E1: MAINTAINING AND ENHANCING THE ROLE AND ATTRACTIVENESS OF DRONFIELD TOWN CENTRE**

The Plan will support development proposals that protect and enhance Dronfield town centre's role in providing services to the town and the wider area. To help ensure this within the defined Dronfield town centre, see **Map 3** development proposals for the following uses will be supported.

a) shops (Use classes A1, A2,

A3); and
b) development proposals for other uses appropriate to a town centre (defined as places to eat and drink (Use Class A4) and community and leisure facilities (Use Class D2) will be supported where (i) it can be demonstrated to North East Derbyshire District Council in consultation with the town council that it makes a positive contribution to the viability and vitality of the town centre, (ii) it does not adversely affect the shopping element within the immediate area of the site and (iii) it would not result in a cluster of non-shop uses (generally no more than three in a row).

In addition,

- the residential use of the upper floors of properties within the town centre will be supported subject to transport, environmental, parking and amenity considerations; and
- they should conserve, and where possible, enhance its visual and physical attractiveness; and
- they should have regard to and respond

positively to the improvement priorities as outlined in Dronfield 2035 and summarised above.

Shop frontages in the town centre

Studies and the consultation specifically highlighted the role of well-designed shop fronts in improving the appearance of the town centre and the town more generally. They also support a healthy local economy by improving the visual appeal of the area. Shop frontages that are poorly designed and/or badly maintained detract from this visual appeal.

Well designed shop fronts make a significant contribution to the quality of the public realm and the town's distinct identity and character.



Generally, the town centre has pleasant quality shop fronts, but there has been concern that its character has been eroded by poor and unsympathetic alterations to shop fronts, particularly in the town's conservation area.

Where any proposal would require a new shopfront, these will be encouraged to be of good design and enhance the character of the area. Particular attention should be given to retaining and reinstating traditional shop features such as nameplates and decorative stonework. Lighting and security grilles; should be appropriate and sympathetic to the area.

■ **POLICY E2: SHOP FRONTAGES IN THE TOWN CENTRE**

Development proposals to alter, replace or introduce shop fronts in the town centre will be required to be of high quality, contributing to an overall improvement in terms of urban design and architecture, by:

- being in keeping with surrounding buildings;
- enhancing streets and spaces through quality design and architecture;
- promoting visual links between the interior of the shop and the street;
- supporting crime prevention, community safety and security; and
- any lighting should be subtle and appropriate.

Shopping Hubs

Outside the town centre, the town has a network of smaller shopping hubs supplying the local community with fast food outlets, small convenience stores and some service provision such as vets, dentists and hairdressers.

These provide a much needed service close to where people live. These shops can be found scattered across the town and include several shopping hubs.

These hubs comprise:

Chesterfield Road

With a run of service provision and a small retail offer, Chesterfield Road is the main thoroughfare from Sheffield through the town and out to Chesterfield and lies within the town's conservation area. This area is identified by the Dronfield 2035⁷⁻²³ document as being part of the town centre; this is recognised but, for the purposes of this Plan, the area is referred to separately. Most units are situated in buildings of interest and front the railway station. The road can be seen as an important visual front for the town. Improving the quality of signage and commercial frontages would have a positive impact on the appearance of this area. Parking is restricted, mostly on the road and further limited by commuters using the rail service and residents' parking.

Greendale & Pentland Road

Both sites are purpose-built and consist of shop units with some residential accommodation above. Each site provides both shops and service provision. While well used and prized by the local community, they are a bit 'tired' and would benefit from refurbishment.

Barnes Avenue, Barnes Lane & Highfields Road

There are three to four units embedded within housing estates incorporating services such as hairdressers, a nursery and shops such as a butcher and newsagent.

The Forge

This is a 'boutique shopping centre' towards the lower end of the town centre; it is an extremely popular shopping area which has regenerated the economy in this area of the town.

In addition to these shopping hubs, there are several other (many stand-alone) to be found scattered across Dronfield. All are important for meeting the day-to-day needs of the communities they serve.

■ **POLICY E3: SHOPPING HUBS AND OTHER LOCAL SHOPS OUTSIDE DRONFIELD TOWN CENTRE**

Development proposals that would result in the loss of a shopping use outside the defined Dronfield town centre will not be supported unless it can be demonstrated to NEDDC, including through discussions with the Town Council, that its continued use for shopping is no longer viable and the site has been actively marketed for at least six months for shopping purposes. The development of local shops to serve the day-to-day needs of the immediate community will be supported.

Hot Food Takeaways

Hot food takeaways (Use Class A5) include shop types such as chip shops, kebab shops, Indian and other takeaways, but not sandwich bars and restaurants and cafes.

In recent years, there has been an increase in the number of, and interest in the development of, hot food takeaways in the town centre and more widely.

Whilst it is recognised that hot food takeaways can contribute to the mix of shopping uses and can provide a popular service to local communities as well as providing employment opportunities, the view is if their spread is not controlled, they will detract from the retail offer. They are displacing other shops to the detriment of the town and residents.

Clustering of hot food takeaways can lead to dead frontages during daytime hours.

The consultation also shows the community is concerned about some of the negative aspects sometimes associated with these uses, including noise and disturbance, antisocial behaviour and increased litter, especially if several of these uses are clustered together.

They are also linked to the growing levels of obesity in the town and more widely. This is one of the greatest health challenges facing the Country. There is a clear link between increased body fat (obesity) and the risk of medical conditions, including Type 2 diabetes, cancer, heart and liver disease.

■ POLICY E4: HOT FOOD TAKEAWAYS

Development proposals for hot food takeaways (Use Class A5) will be supported where it:

- a) can be demonstrated to NEDDC in consultation with the Town Council that it makes a positive contribution to the viability and vitality of the town centre, where appropriate;
- b) would not adversely affect the shopping element within the immediate area of the site;
- c) would not result in more than two A5 units being located adjacent to each other; and
- d) would not negatively impact upon the amenity of surrounding businesses or residents.

In addition, it should include the provision of a litter bin on land within the premises; the property will be responsible for its maintenance, emptying it on a regular basis and the area adjacent to the premise will be kept clear, where appropriate. Where a litter bin cannot be provided within the curtilage of the premises, a commuted sum will be sought towards the provision of a litter bin within a nearby location.

Business and Employment

The town is home to a wide range and growing number of businesses. There are numerous small businesses, employing fewer than ten people, as well as some very large employers. The town has a core industrial area which stretches along Callywhite Lane to the east of the town; in addition, there are high end industrial providers occupying

space from Wreakes Lane to Sheffield Road. Further industrial space is provided for Gunstones bakery operating from Stuble Lane and Dunhams builder's merchants on Snape Hill Lane; both sites are surrounded by housing and are not considered to have an adequate transport connection.

The Plan seeks to enhance the economic role of Dronfield as a Tier 1 settlement. However, as it will also be providing infrastructure and services for outlying settlements with limited sustainability such as schools, medical centres, and transport etc. the current infrastructure is under strain and needs improvement and regeneration money before any significant new housing is built in the town.

To make sure the town continues to provide sustainable and accessible job opportunities, it is considered important to ensure the continued availability of a choice of sites and premises. To help achieve this, the Plan supports the retention of suitable employment sites and buildings.

It is recognised, however, that there may be some circumstances where it may not be appropriate or beneficial to safeguard an existing employment site or building. Where, for example, its design may not be suited, or easily adapted, to meet the needs of modern business.

The Plan, therefore, seeks to retain suitable employment sites and buildings that meet modern business needs, a policy position that is supported by local and national planning policy.

The draft Local Plan seeks to safeguard several major employment areas in the town, notably the Callywhite Lane, Stuble Lane/Wreakes Lane Industrial Estates for employment use.

This issue of protection of suitable employment sites and buildings is of special importance to the town. Its historic development has meant that residential and employment areas have developed simultaneously, and many of the current businesses are situated within or adjacent to residential areas. This includes a growing and above average number of residents who work from home. The vast majority of such businesses can operate and prosper in residential areas without issue. There have been some concerns, such as noise, parking and traffic, with a small number of sites and buildings, notably ones which have not been designed for, nor can be adapted to, modern business needs. The evidence of the adverse impact of employment uses near to residential uses is shown by the complaints made to the Town Council and NEDDC with regard to



Gunstones, for example. While not seeking the closure or relocation of Gunstones, the Plan does consider that its future use for employment purposes should be reconsidered should the opportunity arise in the future.

Further, the consultation raises major questions and concerns about the impact of the safeguarding of land at Callywhite Industrial Estate for employment purposes. These include its impact on the transport network, the amenity of nearby residents and the lack of market interest. It also identifies that a key piece of land, the Dronfield Nature Park, would be under threat if proposals to improve connectivity were to go ahead. Unless these factors can be resolved, the Plan would not support further expansion to Callywhite Lane.

NPPF⁷⁻¹ places no protection on employment land being reserved for that purpose if no longer required. This Plan supports the NPPF⁷⁻¹ statement, and the Town Council will actively seek alternative uses for employment sites which it considers could be better used for another purpose, including

housing, for example where the site is considered to be inappropriately located, the proposed use would provide for a more sustainable development or there are more suitable sites in the District.

In addition to protecting suitable employment sites, the town also needs to create more jobs and wealth by taking full advantage of its role and competitiveness as a local centre serving Dronfield and the surrounding villages. Further employment generating activity may be supported provided that they are of a scale and type that do not impact on residential amenity or the character and appearance of the area and strengthen its economic role. The town is considered to be especially suitable for development proposals involving legacy businesses; self-employment and micro-businesses; high gross added value; farming and horse related; leisure and support such as care for residents.

■ **POLICY E5: EXISTING EMPLOYMENT USES**

Development proposals that result in the loss of, or have a

significant adverse effect on, an existing employment use will not be supported unless the use is ancillary to the employment use, or it has been demonstrated that the current use is not viable, required or suitable, or it can be shown to North East Derbyshire District Council that it does not meet the needs of modern business and that all reasonable steps have been taken to let or sell the site or building for employment purposes for a period of least 12 months.

■ **POLICY E6: NEW SMALL-SCALE EMPLOYMENT USES**

Development proposals for new, or the expansion of existing, suitable located small-scale employment uses will be supported where it will not generate unacceptable noise, fumes or smells; will respect and is compatible with local character and uses; and would not be harmful to the living conditions of neighbouring residents or cause serious harm in terms of road safety or the free flow of traffic.



THE PLAN

HERITAGE

AND DESIGN

Dronfield has a long documented history, and evidence of the town's medieval origins can still be found in the surviving cruck buildings, the parish church, and a number structures of historic importance on the High Street and town centre.

The Plan aims to enhance and conserve Dronfield's heritage and to create an environment which is attractive to both residents and visitors.

The town has three major conservation and historic areas – in Dronfield itself, Coal Aston and Dronfield Woodhouse, along with

important smaller hamlets such as Stubble, Barnes and Summerwood.

As well as designated heritage assets the town has many other non-designated assets that contribute to the rich and distinctive built environment. The Plan identifies a schedule of buildings which are regarded as important in a local context and should be conserved and enhanced.

Policies in the Plan aim to ensure that the town's historic sites and buildings are respected and protected from inappropriate development.

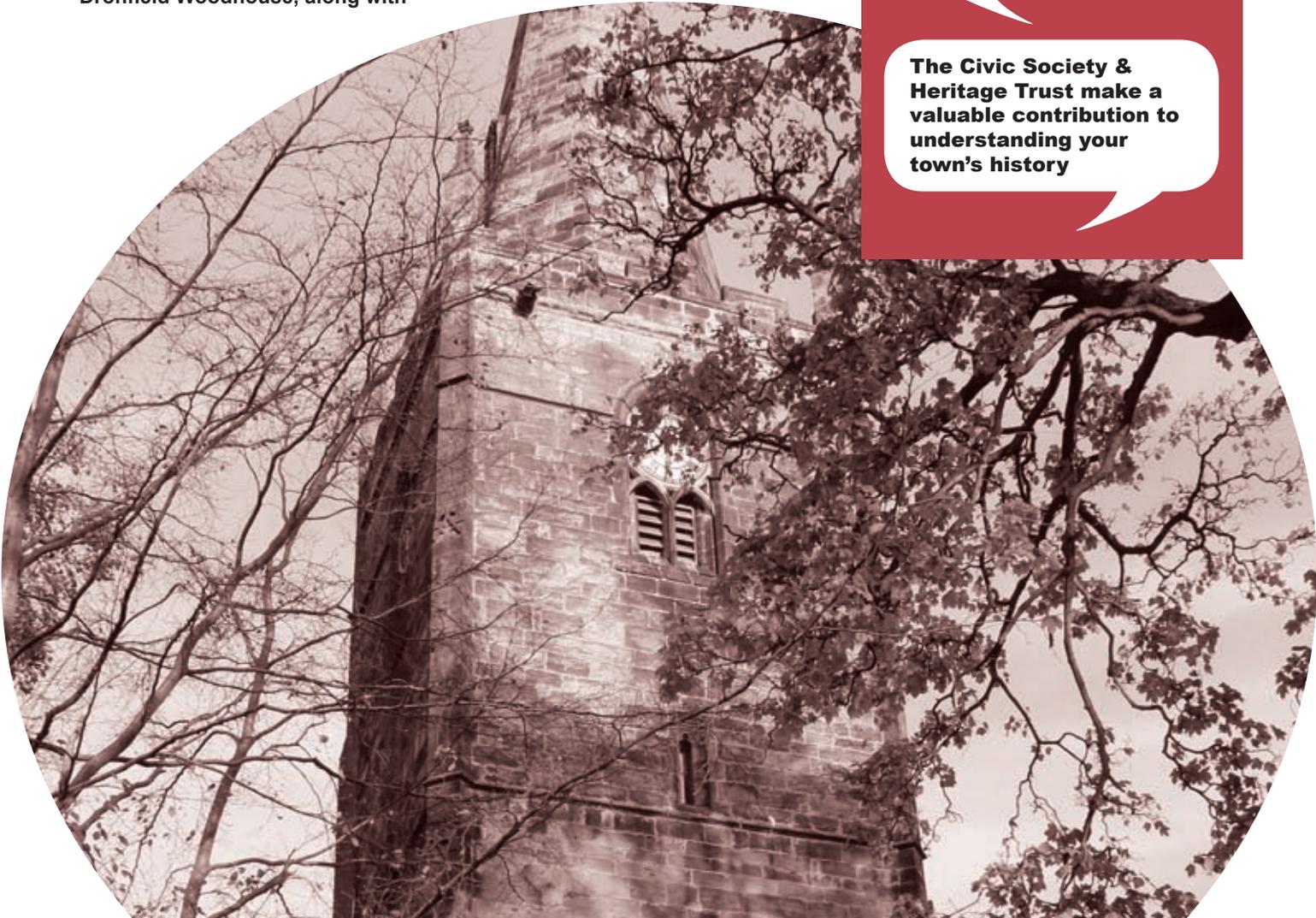
HERITAGE

What our community says:

The heritage of our town is very important

Our heritage creates a strong sense of place and belonging

The Civic Society & Heritage Trust make a valuable contribution to understanding your town's history



Themes and Policies

HERITAGE AND DESIGN

Background: What is a Heritage Asset?

The Government defines a heritage asset as: *“A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)”* (Annex 2, NPPF, March 2012⁷⁻¹). *“These assets may include buildings and structures, landscapes/ landscape features, areas of archaeological interest and historic settlements.”*

There are three larger historic settlements in the town, Dronfield, Coal Aston and Dronfield Woodhouse along with surviving examples of smaller hamlets such as Stuble, Barnes and Summerwood.

Historically, the Dronfield area was mainly agricultural until the 18th Century, although the wealth of a number of its more prominent residents, whose historic houses survive today, derived from the lead trade. Small-scale coal and iron working occurred before the 18th century but the major industrial growth occurred in the 19th century initially using the water power of the Drone which was the site of a number of mills, some used for grinding tools and culminating in the development of a number of coal mines and the opening of the Wilson Cammell Rail works on Callywhite Lane in 1873. The 1860s and '70s saw the birth of Dronfield as a town

THE PLAN AIMS:

- To enhance and conserve the town's built heritage
- To ensure a high-quality historic environment attractive to businesses, visitors and residents
- To ensure that any development is of high quality and in keeping with the size and scale of the existing built environment.

with the trappings of a local council, Town Hall, School Board schools, a new grammar school, the Midland Railway and station, a piped water supply and a cemetery. It was during this period that the actual town of Dronfield developed as two distinct settlements, one the historic core between the parish church and Manor House and the other along the turnpike road and railway, known today as Dronfield Bottom.

The town developed quickly in the post-war years when its population increased more than four-fold to over 20,000 people, many of whom were housed in the new estates built on the fields which formerly separated Dronfield from Coal Aston and Dronfield Woodhouse. The historic cores of these three settlements remain and are now conservation areas.

Dronfield 2035 A Vision for the Town⁷⁻²³, the report commissioned by NEDDC and published in 2016, set a clear vision for Dronfield town centre which depends on a co-ordinated approach to project delivery by the public, business and community organisations. It identified a range of potential improvements to the public realm having observed that, *“The quality of the streetscape*

and other public spaces do not match the quality of the historic buildings and need to be improved in key locations”. The Plan offers an opportunity to build on and ultimately deliver this vision for our town.

Historic Buildings

Dronfield has a number of important listed buildings including a Grade I parish church. The town centre, including parts of “Dronfield Bottom”, was designated a conservation area in 2000 but has not been subject to further appraisal or evaluation since that time. Commercial activities in the town are quite widely distributed. The old town centre is the location of a number of important public services including the library (housed in the grade II manor house) and a health centre as well as a variety of shops, including supermarkets, public houses and a café. Furthermore, it has significant public venues including the Heritage Barn, the Peel Centre, the parish church and the Baptist church. The Heritage Barn, the refurbishment of the Blue Stoops and the conversion of the Church Street Cruck Barn have added significantly to the improvement of amenities, heritage and the local street scene and plans to re-configure the parish church to accommodate public events will further enhance the town centre.

Research and studies notably by the late Professor David Hey^{7-30 & 7-31} have increased our knowledge of important buildings, and the continuing work of the Dronfield Heritage Trust will add to that knowledge. For example, Historic England dendro-datings of the Church Street Cruck Barns and High Street Heritage barn indicate 15th-century dates. Similarly, a part of Dronfield Woodhouse Hall has been dated to the early 16th

century whilst the restoration of the Forge adjacent to Dronfield parish church revealed timber-framing. Dronfield Bottom also has a number of significant historic buildings including Chiverton House, Rose Hill and the Victorian new Grammar School, now Dronfield Henry Fanshawe School.

The Church Street/High Street axis of the town centre also contains a significant element of residential properties, including important listed houses which contribute significantly to the street scene. Including Machin Court, Fanshawe Bank and properties not immediately visible, the number of residential properties is equal to or greater than the number of all other types of property. Despite these positive features, the old upper town centre suffers from a number of negative impacts. In particular, it is a major through road for traffic which, alongside narrow and uneven pavements, makes for an uncomfortable and sometimes dangerous experience for pedestrians. Recent traffic surveys by the Safer Roads for Dronfield campaign have, for the first time, highlighted the high traffic volumes through the town centre and along “Dronfield Bottom”, much of it through traffic. There is also considerable pedestrian traffic across the High Street, especially between the Civic Centre and the Barn, the library/health centre and Sainsbury’s, and Sainsbury’s and Gosforth/Stubble Lane where at busy times pedestrians, especially the elderly and infirm and those with pushchairs, have difficulty crossing. Similarly crossing at the bottom of Church Street is hazardous with the need to look three ways and deal with turning vehicles. Church Street and High Street are also well-used by pupils, especially from Dronfield Henry Fanshawe School. There is no designated pedestrian crossing on High Street or on Church Street.

Although a conservation area, that the town centre has suffered degradation since its designation was a major theme of the consultation undertaken as part of the development of the Plan. This has been in the form of inappropriate signage, the decay of some buildings and the poor state of footpaths and the public realm generally. Some businesses have enhanced the street scene with their sensitively designed shop fronts whilst others demonstrate a disregard for conservation area principles.

Dronfield Woodhouse and Coal Aston also have important listed buildings including Dronfield Woodhouse Hall and Aston End. The latter is cruck framed and dates from the 16th Century. Both Coal Aston and Dronfield Woodhouse were distinct settlements separated from Dronfield by fields until the 1960s and ’70s housing developments. Like Dronfield, their early economy was based on mixed farming but with early examples of coal mining and metal working including edge tool production. Coal Aston sits adjacent to important areas of ancient woodland in the Moss Valley.

Alongside buildings, walls, hedges and trees are an important feature of all three conservation areas contributing to the distinctive character of these areas. In Dronfield, for example, coal measures sandstone walls provide boundaries to a number of important buildings as well as enclosing paths between buildings.

The full schedule of listed buildings can be found in **Appendix 4** and on **Map 5**.



■ **POLICY D1:** **LISTED BUILDINGS**

Listed buildings are an important feature of the townscape and add to the attraction of the town. Development proposals which support, conserve and enhance their value and appreciation, such as the best practice exhibited in the recent restoration of the Cruck and Heritage Barns and the Blue Stoops, will be encouraged.

Dronfield Character Buildings and Structures of Local Heritage Interest

As well as designated heritage assets, such as the listed buildings identified in **Appendix 4**, the town has many other buildings and structures that contribute to the rich and distinctive built environment. The Plan has taken the opportunity, using published guidance from Historic England, to identify a schedule of buildings and features which, although not

formally listed, are regarded as important in the local context and should be conserved and enhanced. The importance or significance of any asset will relate to its historical, architectural, archaeological or artistic/aesthetic merit. A number of the locally identified heritage assets are within the conservation areas. While this provides them with some statutory protection, the Plan lists all important heritage assets within and outside the conservation areas to underline their significance⁷⁻³².

The Dronfield list of Character Buildings and Structures of Local Heritage Interest (**Appendix 5**) is an iterative list subject to continuous revision as new assets are

identified. It has been produced based on desk research on current publications and field work by local volunteers. Assets on the list are required to meet certain criteria in terms of their significance.

■ **POLICY D2: DRONFIELD CHARACTER BUILDINGS AND STRUCTURES OF LOCAL HERITAGE INTEREST**

The Plan identifies the heritage assets listed in **Appendix 5** as Dronfield Character Buildings and Structures of Local Heritage Interest (see **Map 8A** and **8B**). Development proposals relating to these assets will be required to take into account the character, context and setting of the building or structure including important views towards or from the asset.

Development will be required to be designed

appropriately taking account of local styles, materials and details. The loss of, or substantial harm, to a Dronfield Character Building and Structure of Local Heritage Interest will not be supported unless exceptional circumstances can be demonstrated.

Conservation Areas

A conservation area is an area of special architectural and historic interest, the character or appearance of which it is desirable to preserve or enhance. The 1967 Civic Amenities Act empowered local authorities to designate areas which they thought of special interest and character and worthy of protection. Dronfield has three conservation areas: Dronfield Town Centre and Dronfield Bottom first designated in 1971 and extended in 1980 and 1991; Coal Aston designated in 1983 and Dronfield Woodhouse designated in 1990 (see also **Map 4**). All were subject to Character Statements by NEDDC: Dronfield in May 2000;⁷⁻²⁷ Dronfield Woodhouse in November 2002⁷⁻²⁸ and Coal Aston in November 2003.⁷⁻²⁹ These statements are important and detailed documents which provide a valuable inventory of the town's most important historic assets and provide a policy framework for the planning authority to control development and to encourage owners to preserve the original character and details of their buildings.

The consultation highlighted several concerns about these conservation areas. These include owners and tenants often do not know they are in a conservation area which can lead to inappropriate development.

The conservation area character statements (which give a summary of the history and development of each conservation area and what makes them special) are now out



of date, and there is a need for a reappraisal of the conservation areas taking into account recent research as well as deterioration within the areas. In addition, as noted in the Vision 2035⁷⁻²³ study, there is a mismatch between the quality of historic buildings and that of the public realm, especially within Dronfield, with its uneven and unsafe pavements, heavy traffic, and the lack of safe crossings for pedestrians.

The District Council has a statutory responsibility for the appraisal and management of conservation areas in the town. Such responsibility requires the District Council to undertake a regular review of the areas, at least every 10 years, as part of their management, and ideally to produce a management plan. It is recognised that conservation areas are subject to change and that their boundaries as well as their management should be kept under review. There is some evidence that the three Dronfield conservation areas, especially Dronfield, have been subject to inappropriate development including obtrusive signage, poor design of shop fronts and the use of non-traditional materials such as UPVC windows. It is, therefore, requested that NEDDC undertake a review of the conservation areas and seek the views and co-operation of owners, residents, businesses, amenity groups and other organisations in conducting such a review.

Design

The consultation showed many people valued the built environment and expressed concern that it is conserved from insensitively located or designed development.

The built form of Dronfield boasts an interesting mix of architectural styles, much of it historic. This adds to the town's vibrancy and informs its distinctive character.



It is important that new building benefits from high-quality design so that it makes a positive contribution to enhancing this distinctive character. It should take inspiration from the rich heritage of Dronfield. This includes ensuring that it would not lead to a significant adverse impact on key heritage assets (both nationally and locally designated).

In addition, the Plan encourages the use of materials and design that promotes sustainable development that is in keeping with the character of the area. It is crucial for its future success that Dronfield town embraces the need for sustainability and that it becomes a prime consideration in design proposals, for its economic value to residents as well as environmental benefits.

Further, the River Drone runs through the town from which it takes its name. The low lying areas adjacent to this river and their tributaries are at risk of flooding.

The Plan will also seek to ensure that all new development contributes to reducing flood risk by for example incorporated surface water mitigation techniques into their design to minimise the amount of surface water run-off from the concerned site onto the wider area. Surface water run-off is a major source of flooding.

To ensure this new development will be assessed against the criteria in **D3**. This is in line with national planning policy which promotes good quality design. **Policy D3** also provides further detail to accompany emerging planning policy to promote design housing quality in the emerging Local Plan, including North East Derbyshire District Council's Successful Places: A Guide to Sustainable Housing Layout and Design – Supplementary Planning Document*.

* https://www.ne-derbyshire.gov.uk/images/Repository/S/Successful_Places.pdf

■ POLICY D3: GOOD DESIGN

Development proposals must respond positively to the character and historic context of existing developments within the town. However, contemporary and innovative materials and design will be supported where positive improvement can be robustly demonstrated without detracting from the historic context. The Plan requires that they have regard to the following design principles, where appropriate:

- should reflect and reinforce the distinctive natural and built character and historic context environment in which it is situated, including any historic assets, routes and patterns of development.;
- materials chosen should complement the design of the development and add to the quality or character of the surrounding environment, wherever possible and appropriate, traditional building

styles and materials including local sandstones and gritstones and Derbyshire Stone Slate on roofs with irregular forms should be retained and used;

- good use should be made of site characteristics and surroundings, including: layout and use; and form of space within the site; siting; scale; height; proportions and massing; orientation; architectural detailing; landscape, existing plants, trees and other features and materials;
- established building arrangements and forms such as front gardens should be respected;
- should provide safe environments that “design out crime”, and generally meet the requirements of “secure by design”;
- suitable external amenity space should be incorporated (in terms of size and no negative impact on the public realm) for waste and recycling bins and containers and bicycle parking to ensure a well-maintained landscape;

- incorporates sustainable design and construction techniques to meet high standards for energy and water efficiency, including the use of renewable and low carbon energy technology, as appropriate;
- incorporates suitable measures to ensure that surface water is managed in such a way as not to exacerbate, and where possible reduce, existing flooding problems either within the site or elsewhere in the town;
- should minimise the impact on general amenity and give careful consideration to noise, odour, light and loss of light to existing properties;
- appropriate and adequate external lighting should be included. Light pollution should be minimised wherever possible; and
- where on the edge of settlements it should improve access to the countryside, enhance the local landscape and respect important views in to and out of the site.



APPENDICES

1. Specialist Consultees Representatives from:

Rykneld Homes
Hallam Land Management
Dixon Dawson Architects
LSP Developments
CPRE
Derbyshire County Council
Transport Policy & Programmes
Derbyshire County Council
Planning Department
Dronfield Civic Society

2. Assets of Community Value

The following is already designated as an Asset of Community Value:

- Coach and Horses Pub, Sheffield Rd, Dronfield, Derbyshire S18 2GD

3. Retention of Important Community Assets

- Police
Dronfield Police Station, Lea Road, Dronfield, Derbyshire, S18 1SB
- Fire Service
Dronfield Fire Station, Hallowes Lane, Dronfield, Derbyshire, S18 1ST
- Post Office, 73-75 Chesterfield Road, Dronfield, Derbyshire, S18 2XD
- Post Office, 37 Pentland Road, Dronfield Woodhouse, Derbyshire, S18 8ZQ
- Library
Dronfield Library, Manor House, High St, Dronfield S18 1PY

- **Community centres & halls:**

Gosforth Lodge, Cliffe Park, Callywhite Lane, S18 2XP

The Peel Centre, High Street, Dronfield Derbyshire, S18 1PX

Civic Hall, Civic Centre, Dronfield, Derbyshire, S18 1PD

Coal Aston Community Hall, Eckington Road, Dronfield, Derbyshire, S18 3AX

- **Places of worship and associated halls and spaces:**
St Andrews Community Church,

Pentland Road, Dronfield, Derbyshire, S18 8ZQ

Dronfield Baptist Church, 1 Stubble Lane, Dronfield, Derbyshire, S18 1PE

St John The Baptist Church, Church St, Dronfield, Derbyshire, S18 1QB

The Oaks Community Church, 4 Lea Rd, Dronfield, Derbyshire, S18 1SB

St Pauls Methodist Church, Green Lane

Holy Spirit Church, Stonelow Road

Coal Aston Methodist Church, Eckington Road

St Philips Church, Holmesdale Road

Coal Aston Wesleyan Reform Church

- **Healthcare facilities**
Dronfield Medical Practice, High Street, Dronfield Derbyshire S18 1PY

Stubble Medical Centre, 7 Stubble Drive, Dronfield Derbyshire, S18 8QY

Gosforth Valley Medical Practise, Gorsey Brigg, Dronfield, Derbyshire, S18 8UE

Oakhill Medical Practice, Oakhill Road, Dronfield, Derbyshire, S18 2EJ

- **Sports and leisure provision, including indoor and outdoor space:**
Dronfield Sports Centre, Civic Centre, Dronfield, Derbyshire, S18 1PD

Cliffe Park, Callywhite Lane, Dronfield, Derbyshire, S18 2XP (table tennis, mini golf, multi-use games area with changing rooms, bowling green, 3 x tennis courts, basketball court)

Dronfield Woodhouse Recreation Ground, Carr Lane, Dronfield S18 8XB (football pitch, bowling green, tennis court, basketball court, cricket ground and pavilion)

Stonelow Recreation Ground, Dronfield, Derbyshire, S18 2EP (cricket ground and pavilion with

practice netting area, football pitches and changing rooms)

Sindelfingen Park, Pentland Road, Dronfield, Derbyshire, S18 8ZQ (basketball courts)

Hilltop Playground, Dronfield, Derbyshire, S18 1UH (kick around football pitch)

Marsh Avenue Playground, Dronfield, Derbyshire, S18 2HA (kick around football pitch)

Cemetery Road Playground, Dronfield, Derbyshire, S18 1XY (mini football pitch)

Hallowes Golf Course, Hallowes Lane, Dronfield Derbyshire, S18 1UR

Gosforth Valley Playing Fields, Bubnell Road (off Stubble Drive), Dronfield Woodhouse, Derbyshire, S18 8QY

Coal Aston Bowls & Pavilion, Eckington Road, Coal Aston,

- **Dronfield Cemetery,**
Cemetery Road, Dronfield, Derbyshire, S18 1XY

- **Pubs & clubs**

Victoria, Stubble Lane, Dronfield, S18 1PE

Cross Daggers, Coal Aston, S18 3AJ

White Swan, Chesterfield Road, Dronfield, S18 2XF

The Blue Stoops, High Street, Dronfield, S18 1XP

Manor House, High Street, Dronfield, S18 1XP

Green Dragon, Church Street, Dronfield, S18 1QB

Dronfield Woodhouse Sports and Social Club, Carr Lane, S18 8XF

The Jolly Farmer, Pentland Road, Dronfield, S18 8ZQ

Hilltop Sports & Social Club,
Longacre Rd, Dronfield S18 1UQ

Hyde Park Inn, 2 Hilltop Road,
Dronfield S18 1UH

• **Car parks**

Civic Centre, Dronfield, S18 1PD

Church Street, Dronfield, S18 1QB

Dronfield Station, Chesterfield Road,
S18 8UH

Gorsey Brigg Shops, Dronfield, S18 8ZQ

Greendale Shops, Stonelow Road,
Dronfield, S18 2LJ

Birches Lane, Coal Aston, S18 3AG

Callywhite Lane, Dronfield, S18 2XP

Soaper Lane, Dronfield, S18 1QB

Dronfield Sports Centre, Farwater
Lane, Dronfield S18 1PD

• **Allotments**

Gomersal Lane Allotments,
Gomersal Lane, Dronfield, S18 1RU

Cecil Road Allotments, Cecil Road,
Dronfield, S18 2GU

Coal Aston Allotments,
Birches Lane, Coal Aston, S18

Snape Hill Lane Allotments, Snape
Hill Lane, Dronfield, S18 2GJ

4. Listed Buildings

14 and 16, Eckington Road,
Grade II, 1 Forrester's Lane,
Dronfield, Derbyshire

22-26, High Street, Grade II, 23
High Street, Dronfield, Derbyshire

**7, 7a, 7b, 8, 10 and 12, Church
Street,** Grade II, 8 Church Street,
Dronfield, Derbyshire

Aston End, Grade II,* 25 Cross
Lane, Dronfield, Derbyshire

**Boundary Wall Enclosing
Gardens to Properties to the
North Side of High Street
to the West of Item 4,** Grade II,
High Street, Dronfield, Derbyshire

**Building to the North East of the
Hall,** Grade II,* 3 Chapel Yard,
Dronfield, Derbyshire

**Chiverton House, Attached
Boundary Walls Gatepiers and
Railings,** Grade II,* Princess Road,
Dronfield, Derbyshire

Church of St John the Baptist,
Grade I, 8 Church Street, Dronfield,
Derbyshire

Churchyard Cross, 20 Metres
South of the Church of St John the
Baptist, Grade II, 8 Church Street,
Dronfield, Derbyshire

Dronfield Methodist Church,
Grade II, High Street, Dronfield,
Derbyshire

**Dronfield Woodhouse Hall
Farmhouse and Attached
Boundary Walls,** Grade II,* 183
Carr Lane, Dronfield, Derbyshire

**Former Cruck Barn at Gosforth
Farm,** Grade II, Stubley Lane,
Dronfield, Derbyshire

**Gazebo to the South East
Hallowes Golf Clubhouse,** Grade II,
Hallowes Lane, Dronfield, Derbyshire

**Golf Club Locker Room to Hallowes
Golf Clubhouse,** Grade II, 1 Highgate
Lane, Dronfield, Derbyshire

Hallowes Golf Clubhouse, Grade II, 1
Highgate Lane, Dronfield, Derbyshire

Manor Court, Grade II, 25 Gosforth
Lane, Dronfield, Derbyshire

Norwood Farmhouse, Grade II,
Eckington Road, Dronfield, Derbyshire

**Outbuilding to the South East of
Chiverton House,** Grade II, Princess
Road, Dronfield, Derbyshire

**Outbuildings to the South of
Chiverton House,** Grade II, Chesterfield
Road, Dronfield, Derbyshire

**Pair of Cottages at Nether
Birchitt,** Grade II, B6057, Dronfield,
Derbyshire

**Premises Occupied by the Slinn
Computer Group,** Grade II, Church
Street, Dronfield, Derbyshire

Quoit Green House, Grade
II, Hallowes Lane, Dronfield,
Derbyshire

**Range of Outbuildings to the East
of Silkstone Farmhouse,** Grade II,
Stone Close, Dronfield, Derbyshire

**Range of Outbuildings to
the South West of Dronfield
Woodhouse Hall,** Grade II, Barley
Mews, Dronfield, Derbyshire,

Rookery Cottage, Grade II, High
Street, Dronfield, Derbyshire

**Rose Hill and Attached Boundary
Walls,** Grade II, Princess Road,
Dronfield, Derbyshire

Silkstone Farmhouse, Grade II,
Stone Road, Dronfield, Derbyshire

The Blue Stoops Inn, Grade II,
High Street, Dronfield, Derbyshire

The Cottage, Grade II, High Street,
Dronfield, Derbyshire

The DCC Library, Grade II, Dronfield

The Green Dragon Inn, Grade
II, 24 Church Street, Dronfield,
Derbyshire

The Hall, Grade II, High Street,
Dronfield, Derbyshire

The Manor Hotel, Grade II, High
Street, Dronfield, Derbyshire

The Manse, Grade II, 6 Lea Road,
Dronfield, Derbyshire

The Monument, Grade II, High Street,
Dronfield, Derbyshire

The Old Grammar School, Grade II,
Church Street, Dronfield, Derbyshire

The Old Vicarage, Grade II, Church
Street, Dronfield, Derbyshire

The Red House, Grade II, 21 Church
Street, Dronfield

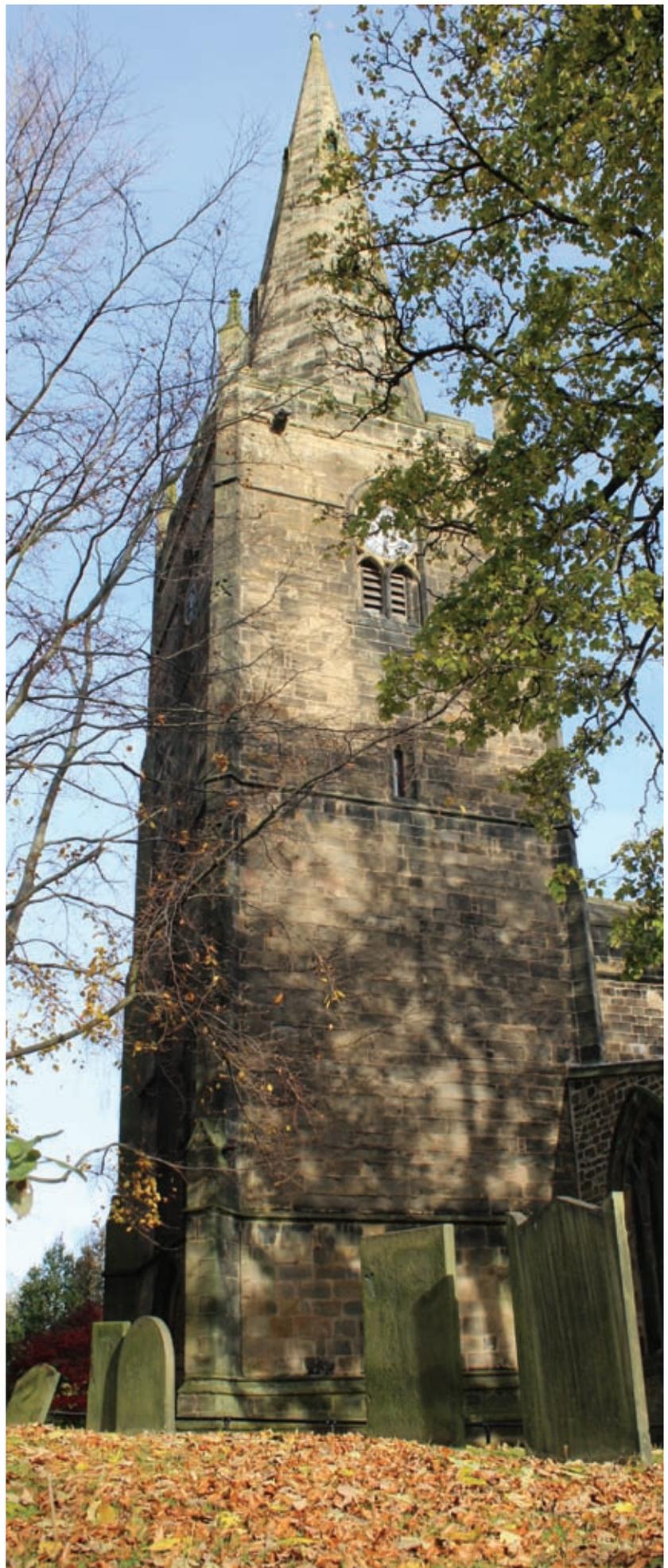
**Two Farm Buildings to East of Norwood
Farmhouse**, Grade II, Eckington Road,
Dronfield, Derbyshire

**Two Pairs of Gatepiers to the East
of Premises Occupied by the Slinn
Computer Group**, Grade II

24 Church Street, Dronfield, Derbyshire

Upper Birchitt Farmhouse, Grade II,
Barnes Lane, Dronfield, Derbyshire

Vale House, Grade II, 8 Lea Road,
Dronfield, Derbyshire



5. Proposed Donfield Character Buildings and Structures of Local Heritage Interest

(number referencing included on maps 8A and 8B)

Name/Type of Asset	Location	Brief Description
1. *Houses	29-31 High Street	Described as important buildings in the Dronfield Conservation Area Character Statement (No.28). Stone-built C20 houses are an attractive feature of the street scene.
2. Dronfield War Memorial	Library Gardens	1922, Built by public subscription, designed by Joseph R. Sydall R.A. and crafted by stonemason George Platts. Bronze plaques list the names of local people who died in both world wars.
3. Baptist Chapel 1873	Stubley Lane	Inscribed 'Baptist' and '1873' on façade. Unlike the Peel Centre (former Free Methodist Church) the Baptist Chapel is not listed.
4. *Victorian Stables	Rear of the Library	Former stables of the Manor House in the ownership of NEDDC and latterly used for storage. Contain stable stalls and attractive tiling. Currently has planning permission for conversion to housing.
5. Victorian House – now offices of CFI	Corner of High Street and Gosforth Lane	Two storey stone house. Front gable with stone pediment over first floor window. Impressive arched gateway. All formerly within the curtilage of the manor house.
6. Street furniture. Cast iron manhole covers	Within the grounds of The Cottage, High Street	Manhole covers inscribed with the name 'Margerrison, Dronfield'. There are several such covers within the grounds of the Cottage. Margerrisons were Dronfield builders working from the late nineteenth century to around the 1950s. Their original yard was on the site of the Forge and they later moved to Green lane.
7. Street furniture - Victorian street signs	For example, Victoria Street on wall of the Victoria pub. Stubley Lane on the Stubley Lane side of the Victoria pub. West Street, high of the wall of the first house. Soaper Lane mounted on a building at the junction with High Street. Hill Top Road, mounted on cottage at the junction with Salisbury Road.	Original cast iron street signs are found in various parts of the town. The Stoops Yard name plate mounted on the wall of the Blue Stoops at the entrance of this former yard occupied until the mid-20C by up to 8 cottages. Such yards were a feature of High Street from the mid 19C and at their peak housed several hundred people.
8.*C18 Century House	Nos 3 and 4 Chapel Yard (High Street)	Former Friends meeting house later used as a Methodist chapel, hence Chapel Yard. (No. 37 in Character Statement list of important buildings)
9. *Town Hall, 1862/3	High Street	No .39 in Character Statement. Built for the Local Board of Health following its formation in 1862
10.*Taylor's Building 1877	High Street/ Church Street	No. 40 in the Character Statement. These two buildings along with the former Shentall's shop below the Taylor building are a prominent feature of this part of the town and continue on their upper floors to provide accommodation for entertainment activities. They are both significant in marking Dronfield' emergence as a town in the late C19.

5. Proposed Donfield Character Buildings and Structures of Local Heritage Interest

Name/Type of Asset	Location	Brief Description
11. Shop	Fishers, High Street	This has been a butcher's shop since the early C18 and at least from 1878 has been in the hands of the Fisher family. Timbers reputedly date to the early C 18.
12. Wall and window of former barn.	At the rear of Coffee Central, High Street.	Perhaps a remaining wall the former tithe barn now the site of the Church Hall.
13. Ornamental Ironwork	Above steps to Parish Church, Church Street	Attractive wrought iron arch perhaps locally made.
14. Dr. Fletcher grave	Dronfield Parish Church, North Side of grave yard	Recently restored by the Civic Society. Dr. Fletcher was a generous benefactor to the town including gifts of the Manor House (Library) and the Grange. He also donated the land for Dronfield's first council houses, Flechter Avenue
15. *The Forge	Church Street and Lea Road	Former foundry of W.H. Butler and sons who incorporated former cottages on Lea Road and a former shop on the corner of Church Street and Lea Road into their premises. Conversion to shops in 1998 revealed a timber box-framed building dating from 1526/7 adjacent to the Church Yard. Listed as important buildings, 51, 52 and 53 in the Character Statement.
16. *Chapel	The Oaks Christian Centre, Lea Road	Opened in 1861 replacing an earlier chapel of 1812 this was Dronfield's Independent Chapel. It contains some original interior features
17. *Bank	24 Lea Road	Currently the RBS bank. The building has an almost identical doorway as the Manse. Opened as Dronfield's first bank in 1873
18. Victorian Cottages	The Knott, Lea Road	Attractive cottages in two groups.
19. *Mid-nineteenth century brick-built house.	Fanshawe House, Fanshawe Bank	Formerly the public bath and wash house
20. *Stone-built nineteenth century House	South View Cottage, Fanshawe Bank.	Two storey early nineteenth century House.

5. Proposed Donfield Character Buildings and Structures of Local Heritage Interest

Name/Type of Asset	Location	Brief Description
21. Farm and buildings	Fanshawe Bank Farm	Two storey farmhouse c. 1858
22. Former hatter's workshop and cottage	Brookside Cottage (formerly Bath Cottage) Fanshawe Bank	The probable home and workshop of Joseph Jenkinson, hatter. (See 'The Diary of Joseph Jenkinson of Dronfield 1833-43, Kathleen M. Battye, 1987)
23. Dronfield Junior School, Former Cross Lanes Board School 1875	School Lane, Dronfield	Neo-Gothic stone building with decorated mullions, gables and bell tower. Architects Flockton and Abbot of Sheffield.
24. Council Houses, 1925	Fletcher Avenue	Dronfield's first council houses 1925. Named after Dr. Fletcher who was a councillor on the UDC at the time and a benefactor to the Town. Built following national legislation relating to housing the working classes.
25. Police Station	Lea Road/Cross Lane	Former Police station, now flats,
26. Dronfield Cemetery 1877	Cemetery Road	Two mortuary chapels – Anglican and Independent. Architects Flockton and Abbot, Sheffield
27. Public House	The White Swan	An important historic coaching Inn on the Turnpike Roads. A range of buildings of various ages including a coach house. Mentioned in 1722 and used as a meeting place by political groups in the nineteenth century (see Diary of Joseph Jenkinson).
28. *Victorian Houses	60-68 Chesterfield Road	Mid C19 terrace of 5 houses on 'The Landing'. Adjacent two dwellings (formerly a single house) between the terrace and the site of the old cinema is an earlier date, possibly C18.
29. Alley or Jennell	To the rear of the White Swan between Lea Road and The Landing.	An important remnant of Old Dronfield.
30. *Victorian house	113 Chesterfield Road Two storey 19th century	semi-detached house
31. *Mid C19 House	105 Chesterfield Road	Coal Measures sandstone, central doorway, flanked by sash windows. Iron railings to street side.
32. *Dronfield Henry Fanshawe School 1867	Sheffield Road	Architects Flockton and Abbot. Elizabethan style with Dutch gables and a bell tower. Mullion and transomed windows, one with stained glass.

5. Proposed Donfield Character Buildings and Structures of Local Heritage Interest

Name/Type of Asset	Location	Brief Description
33. *House west of main Henry Fanshawe building.	Dronfield Henry Fanshawe School	Two storey nineteenth century house.
34. *Victorian building	Princess Buildings, 49-55 Chesterfield Road 1873	Named after Princess Alexandra and marked a stage in the expansion of the Victorian town following the coming of the railway in 1870 and housed drapers, printers and high class grocers in Dronfield's first purpose-built shops with some original C19 features.grocers in Dronfield's first purpose-built shops with some original C19 features.
35. *Former Public House	Simply Chinese, former Rock Tavern, Chesterfield Road.	c. 1677 with later additions. Altered when converted to Chinese restaurant.
36. Stone Arch	In Lucas Gardens, Sheffield Road	Lucas arch, all that remains of the former Lucas malleable iron foundry established in 1790 and closed in 1971. Arch inscribed with brief history of the site.
37. St, John's Ambulance Brigade	Former Local Board Office and stores Chesterfield Road.	Note key stone date over the arch, 1873, initials H.S. refer to Henry Silcock who was a local sickle maker. Old fire palces in the yard behind contain gravestone of Martha, wife of Henry Silcock, 1848.
38. Steps and cast iron rail	Leading from Sheffield Road to Holborn Avenue	Historic footway. Iron handrails and posts probably manufactured locally. (see reference in 'Derbyshire Detail and Character', Joyce, Michell and Williams,1996)
39. Foundry Crucibles	Wall adjacent to Steps leading from Sheffield Road to Holborn Avenue.	Crucibles used in foundries were often disposed of by using them as walling material. These probably came from one of the Lucas factories across the road.
40. Former Dronfield Woodhouse Board School, now a nursing home.	Main Road, Dronfield Woodhouse	Neo-Gothic. Architects Flockton and Abbot.
41 & 42. Dronfield Freehold Land Society Estates 1876 -	Hartington (no.41), Cecil, Egerton, Alexander and Fanshawe Roads. Scarsdale Road (no. 42)	The Dronfield Freehold Land Society was formed around 1872 with the aim of developing 140 plots in the Hartington Road area and more on Scarsdale Road and Hallowes Lane. Freehold Land Societies were developed to enable working people to gain the vote attached to property rights.
43, 44 & 45. K6 Telephone Boxes	Two restored by Dronfield Civic Society. One at the junction of Stone Road and Eckington Road Coal Aston and the other at Junction of Oakhill Road and Falcon Road Dronfield. One unrestored on Holmesdale Road by the shops.	The K6 was designed by Sir Giles Gilbert Scott to commemorate the Silver Jubilee of the coronation of King George V in 1935. Some 60,000 examples were installed across Britain, which is why the K6 has come to represent the red Telephone Box. Over 11,000 K6s remain and they are the most visible examples of the eight kiosk types.

5. Proposed Donfield Character Buildings and Structures of Local Heritage Interest

Name/Type of Asset	Location	Brief Description
46. *Cottage, former public house. (no. 13 in Character Statement)	Top Cottage Mill Lane	Two storey nineteenth century house, formerly the Tap public house.
47. Mill Lane Nature area and site of Damstead Works.	Mill Lane	Recently restored nature area and important industrial history site. Damstead works was one of six water powered sites on the Drone in Dronfield. First recorded as Damstead in 1633 the nineteenth century works belonged to George Ward and Co. manufacturers of spindles and flyers. The concrete and stone housing for the beam engine is still in place. The works featured in the Sheffield outrages when gunpowder was dropped down the chimney in January 1856 resulting in an explosion.
48. Bull Close Colliery site and coke Ovens	Bull Close Farm, Hill Top, Dronfield	The only surviving C19 coke ovens in Dronfield (on private land)
49. Frith Wood	Callywhite Lane	Ancient Woodland
50. Milestone.	Rodmoor Road	Gleadless to Calver Turnpike
51. Former Mason's Arms – now The Three Tuns (closed January 2018)	Cemetery Road	Stone's brewery public house in mock-Tudor style dating from the post-war period. (See similar styles of r Stones public houses at the former Blackamoor Inn on Snowden Lane and the Hearts of Oak on Northern Common (now demolished)
52. Example of Victorian Housing in Dronfield	Hope Terrace, Lea Road. Also colloquially known as Curtain Row	
53. Cliff Park	Callywhite Lane	Donated to the Town by J.G. Graves in 1934
54. Victorian Cottage	Lane leading to Guide Acre, off Hill Top Road	Four stone cottages possibly relating to mining activity.

Key to the table above

* Indicates the building, although not listed, was identified as important in the Dronfield Conservation Area Character Statement (NEDDC May 2000).

Further details about the proposed Dronfield Character Buildings and Structures of Local Heritage Interest including justification and photos of sites can be found at <http://www.dronfield.gov.uk/neighbourhood-plan.html>

6. Proposed Local Green Spaces (number referencing included on map 6)

1. Cliffe Park, Callywhite Lane, Dronfield, Derbyshire, S18 2XP
 2. Sindelfingen Park, Pentland Road, Dronfield, Derbyshire, S18 8ZQ
 3. Hilltop Playground, Dronfield, Derbyshire, S18 1UH
 4. Marsh Avenue Playground, Dronfield, Derbyshire, S18 2HA
 5. Cemetery Road Playground, Dronfield, Derbyshire, S18 1XY
 6. Moonpenny Way Playground, Dronfield, Derbyshire, S18 1SA
 7. Moonpenny Fields, Dronfield, Derbyshire, S18 1SA
 8. Birches Fold Playground, Dronfield, Derbyshire, S18 3AG
 9. Dronfield Woodhouse Recreation Ground, Carr Lane, Dronfield S18 8XB
 10. Lundy Road Playground, Dronfield, Derbyshire, S18 1UY
 11. Stonelow Recreation Ground, Dronfield, Derbyshire, S18 2EP
 12. Jubilee Park, Green Lane, Dronfield, Derbyshire, S18 2FH
 13. Dronfield Nature Park, Chesterfield Road, Dronfield, Derbyshire
 14. Leabrook Valley, off Gosforth Drive, Dronfield, Derbyshire
 15. Well dressing site, Carr Lane, Dronfield, Derbyshire
 16. Dronfield Junior School Fields, Dronfield, Derbyshire
 17. Gosforth Valley Playing Fields, Bubnell Road (off Stubley Drive),
Dronfield Woodhouse, Derbyshire, S18 8QY
 18. Radbourne Common (off Pentland Road), Dronfield, Derbyshire, S18 8ZQ
 19. The Green, Longacre Road
 20. The Green on Burns Drive
 21. The Green and path network along Shakespeare Crescent
 22. The Green on top of Poplar Close
 23. The Green at the junction Hallows Drive/Hazel Close
 24. School Wood, off Barlow Lees Road, Dronfield, Derbyshire
 25. Hollins Spring Wood, off Barlow Lees Road, Dronfield, Derbyshire
 26. Long Acre Wood, off Barlow Lees Road, Dronfield, Derbyshire
 27. Frith Wood, off Stonelow Road, Dronfield, Derbyshire
 28. Woods adjacent Sindelfingen Park, Pentland Road, Dronfield, Derbyshire, S18 8ZQ
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6. Proposed Local Green Spaces, continued (number referencing included on map 6)

29. Mill Lane Environmental Corridor, Dronfield

30. Lea Brook Valley Green Corridor, Dronfield, Derbyshire

31. Open space behind Coal Aston Village Hall, Coal Aston Playing Fields,
Eckington Road, Coal Aston, Dronfield

32. Small garden at bottom of Green Lane, Dronfield

33. Green area behind co-op and civic centre car park and Moonpenny

34. Well Dressing Site at Coal Aston – ‘used to be ‘the pond’ filled in during the 60s
opposite the Royal Oak, Eckington Road’

35. Railway Station Gardens, Chesterfield Road, Dronfield

36. The Green, Quoit Green, Lea Road, Dronfield

37. Land to rear of 33-47 Gosforth Drive, Dronfield

38. ‘The Alma site’, off Sheffield Road, Dronfield

39. ‘The Ridding’, north east of Frithwood and Meadowland (Derbyshire Wildlife Trust)

40. Greenacre at end of Buckingham Close, off Wentworth Road Dronfield Woodhouse

41. Greenacre at end of Belton Close, Dronfield Woodhouse

42. The woods and path along the bridle path from Hill Top to the foot bridge at side of golf course

43. Corner junction of Eckington Road and Dyche Lane, Coal Aston

44. Lucas Gardens, Sheffield Road, Dronfield

45. Snape Hill Lane Allotments, Snape Hill Lane, Dronfield, S18 2GJ

46. Coal Aston Allotments, Birches Lane, Coal Aston, S18

47. Gomersal Lane Allotments, Gomersal Lane, Dronfield, S18 1RU

48. Cecil Road Allotments, Cecil Road, Dronfield, S18 2GU

7. Evidence Base (number referencing used throughout the Neighbourhood Plan)

1. DCLG National Planning Policy Framework, 2012
2. 2005 North East Derbyshire District Local Plan
3. Conservation of Habitats & Species Regulation 2012
<http://www.legislation.gov.uk/ukxi/2012/1927/contents/made>
4. 2017 CEBR Royal Mail report
5. NEDDC Local Plan (2014-2034) Publication Draft 2018
6. Consultation results report
7. 2011 Census
8. Public Health Marmot Indicators 2015
9. School Performance Tables
10. Settlement role & function study 2013
11. Localism Act 2011
12. Green Belt Infrastructure Study 2012
13. NEDDC Green Belt Functionality Study – Final Expanded Report 2014
14. Areas of Multiple Environmental Sensitivity 2013, Technical Support Document 1, Derbyshire County Council
15. The Landscape Character of Derbyshire, Derbyshire County Council 2013
16. Historic Environment Study, The Constrained North, November 2012 Final Draft
17. NEDDC Green Infrastructure Plan
18. Moss Valley Biodiversity Study (DCC Countryside and Natural England, 2005)
19. UK Biodiversity Action Plan
20. Landscape Character Descriptions, Derbyshire County Council 2015
21. The Habitat Creation Guide for Lowland Derbyshire
22. Housing Needs Report, North East District Council
23. Dronfield 2035: A Vision for the Town
24. Transport Studies report NEDDC
25. NEDDC Town Centre Health Check 2013
26. NEDDC Retail Capacity Study 2008
27. NEDDC, Dronfield Conservation Area Character Statement, May 2000
28. NEDDC, Dronfield Woodhouse Conservation Area Character Statement, November 2002
29. NEDDC, Coal Aston Conservation Area Character Statement, November 2003
30. David Hey, Medieval and Tudor Dronfield, Books at the Barn, 2015
31. David Hey, The Houses of the Dronfield Lead Merchants, Books at the Barn, 2015
32. Dronfield Character Buildings and Structures of Local Heritage Interest: Supporting Evidence
33. Dronfield Proposed Local Green Spaces: Supporting Evidence
34. Dronfield Housing Need and Characteristics Report: Supporting Evidence, Andrew Towler Associates, 2018

GLOSSARY

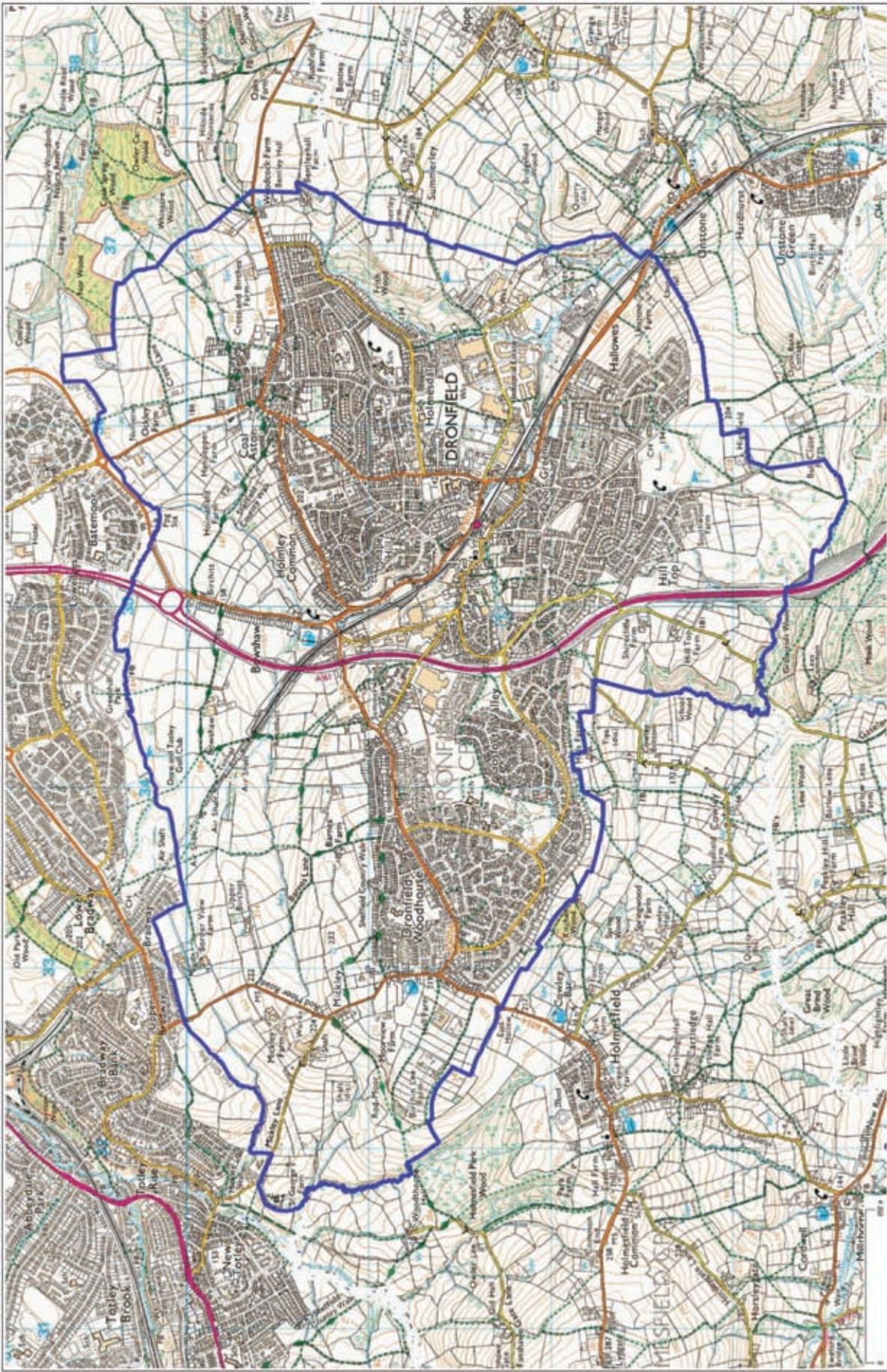
The following abbreviations have been used within this neighbourhood plan:

- NEDDC - North East Derbyshire District Council
 - NPPF - National Planning Policy Framework
-

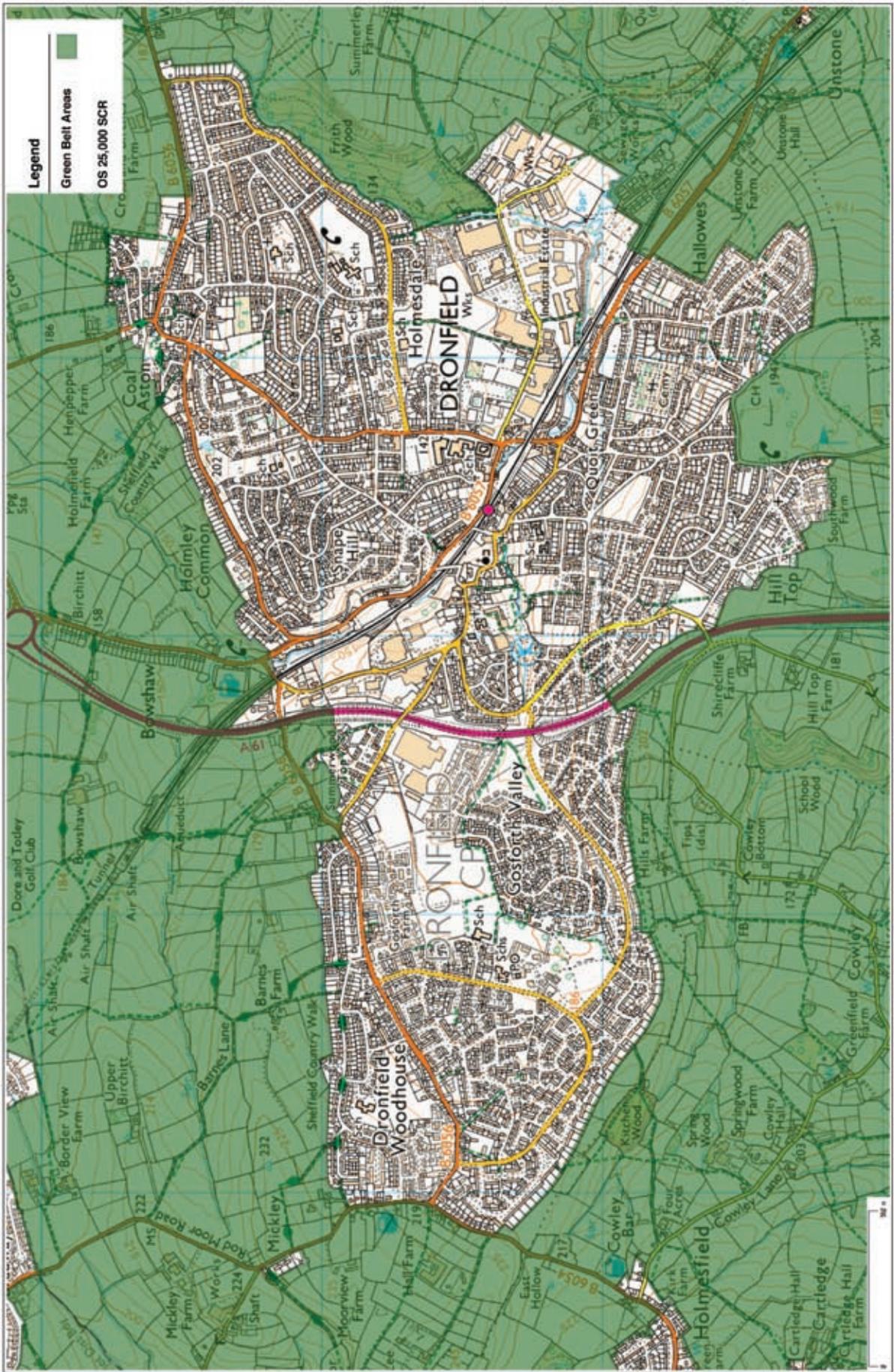


For identification purposes only

Dronfield Neighbourhood Plan Area

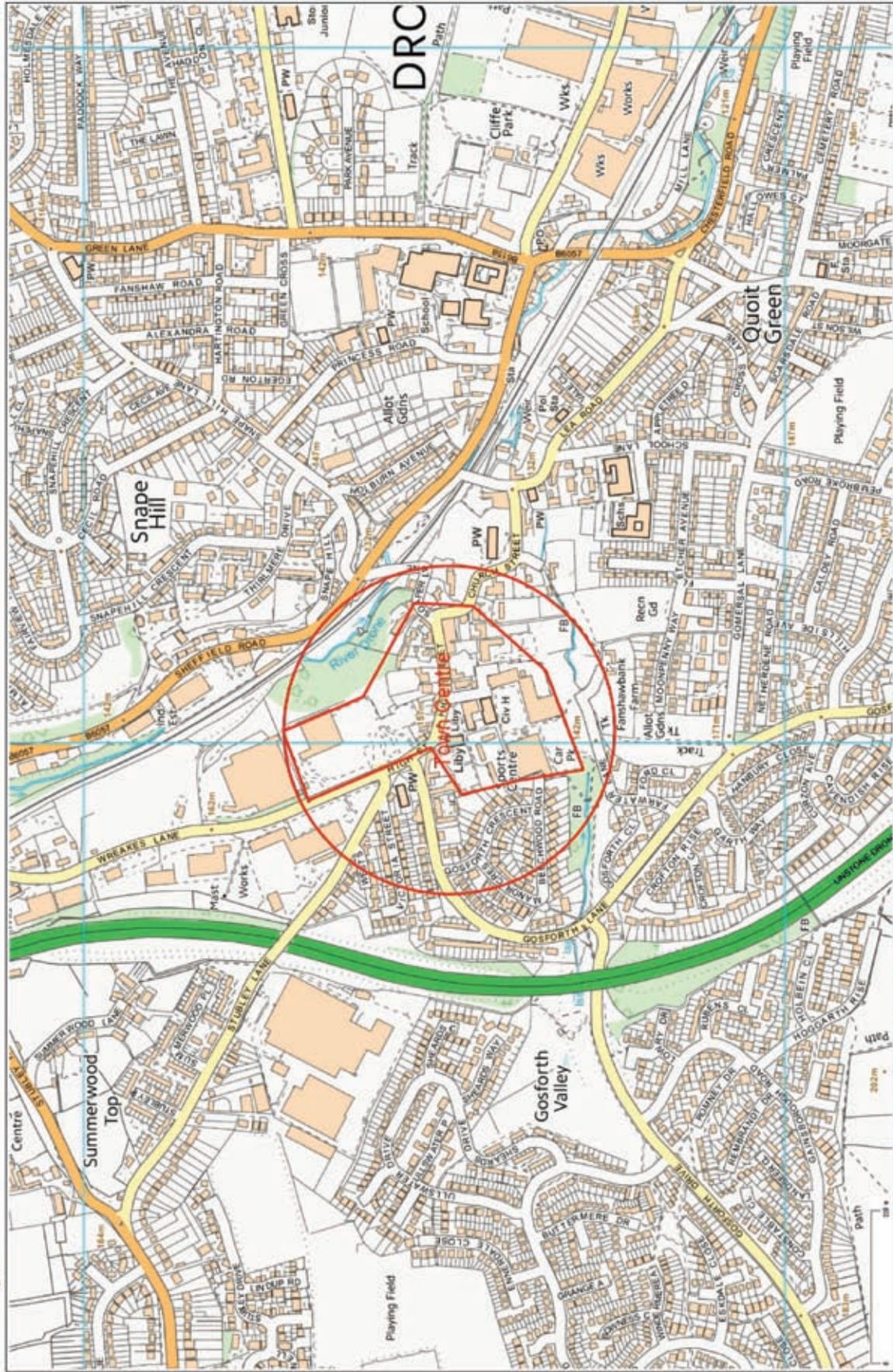


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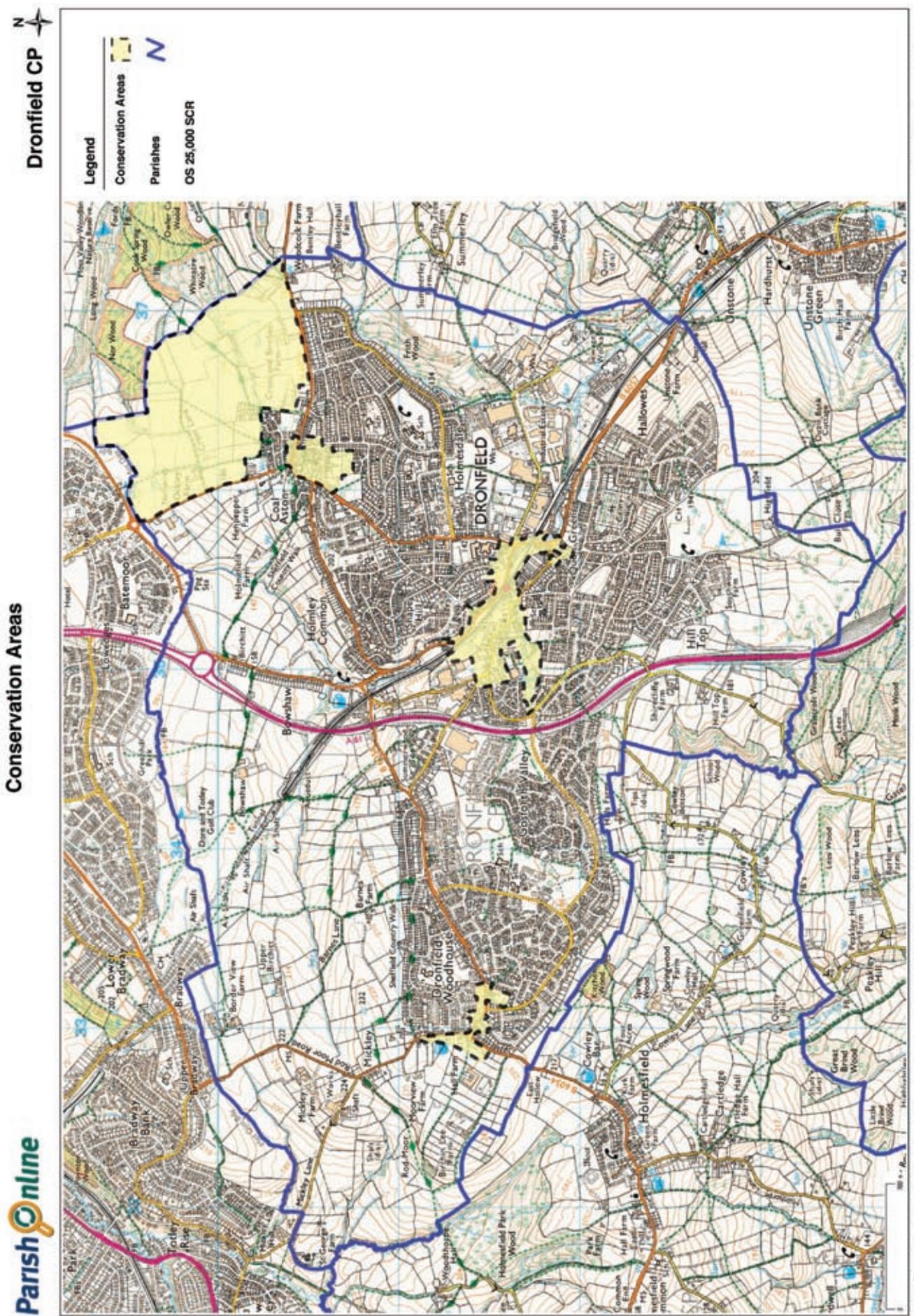


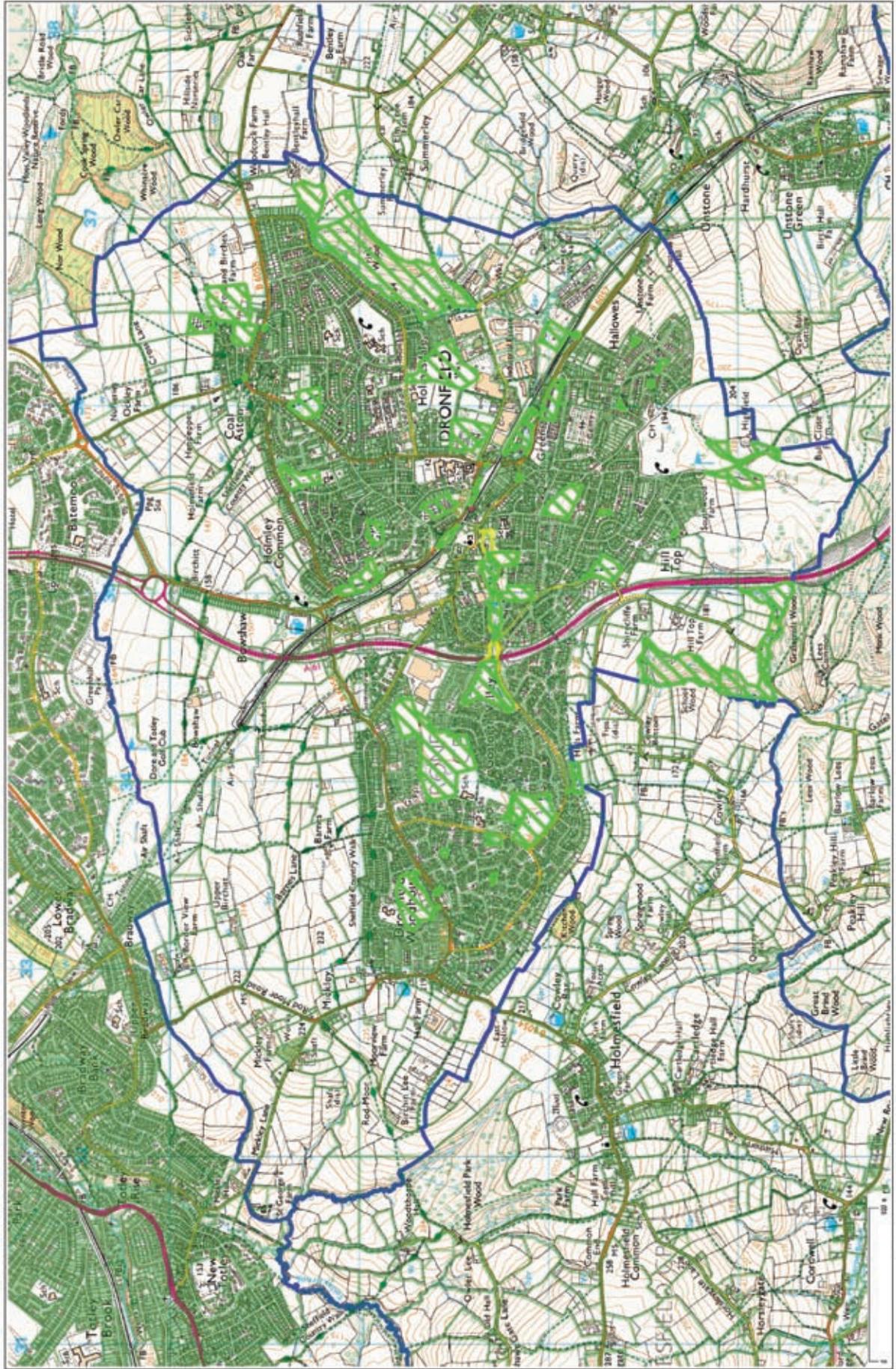
Dronfield CP

Parish Online



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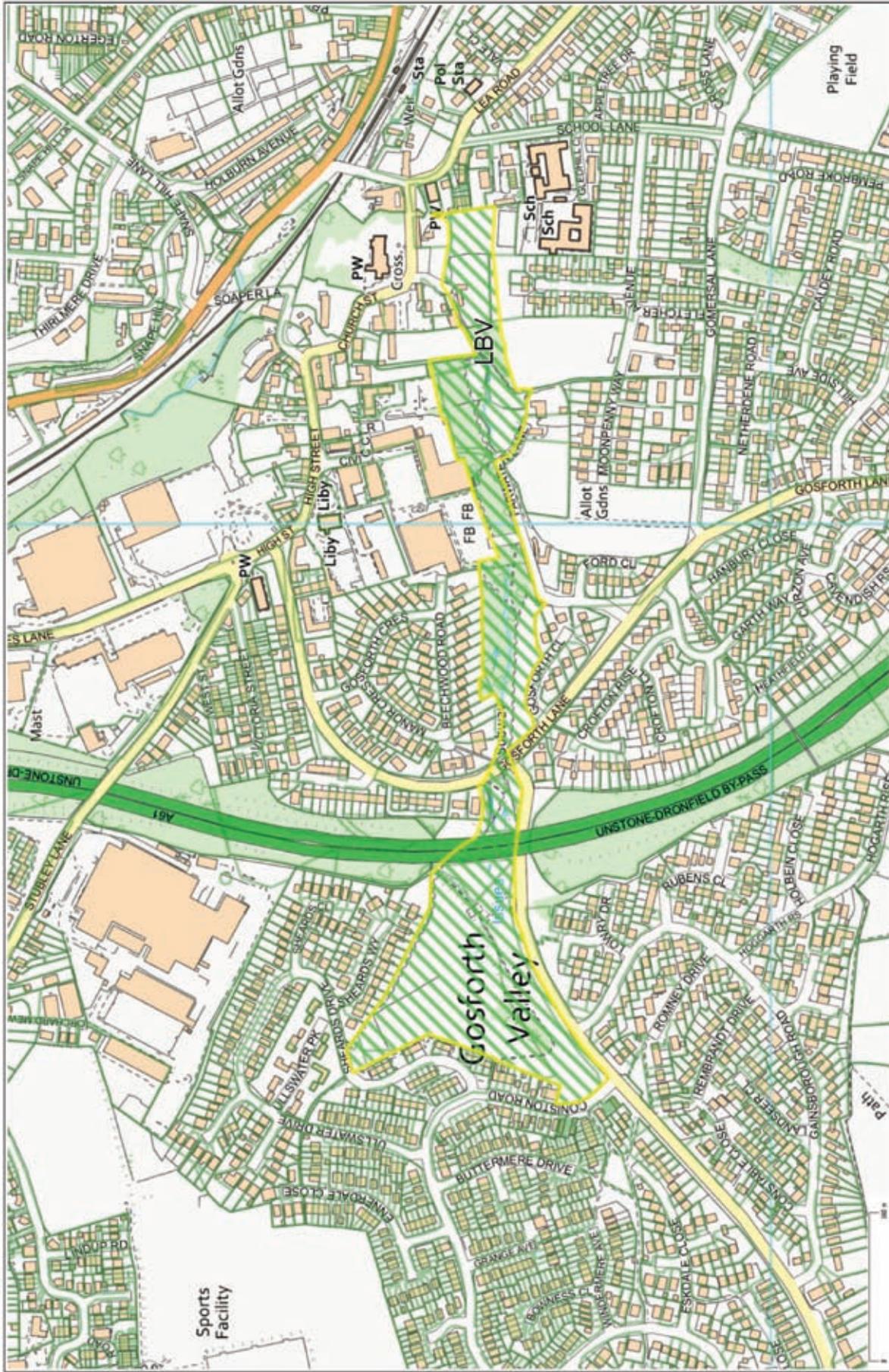


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Dronfield CP

Lea Brook Valley
Green Corridor

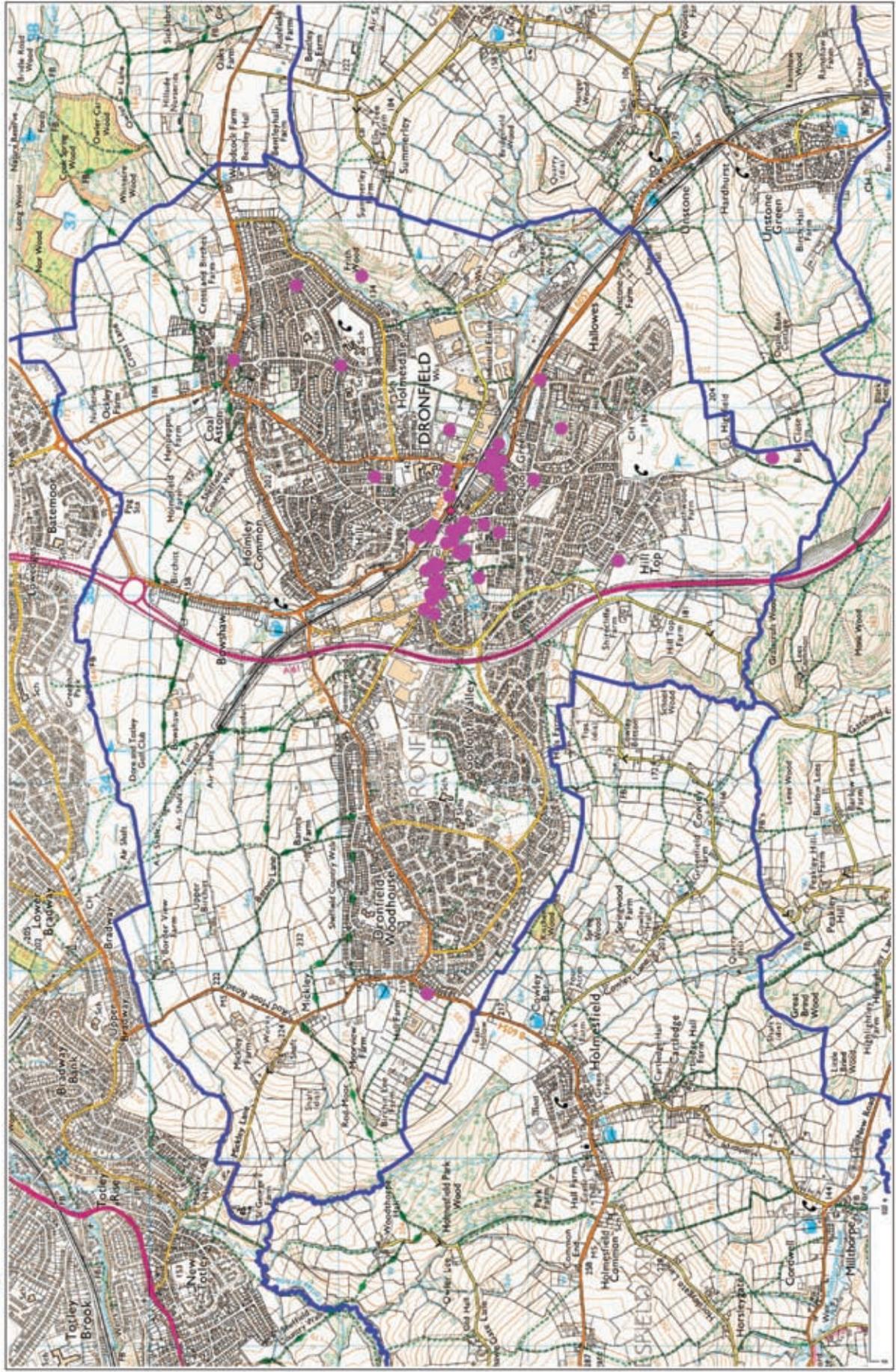
Parish Online



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Dronfield Character Buildings and structures of local heritage interest.

Dronfield CP
N



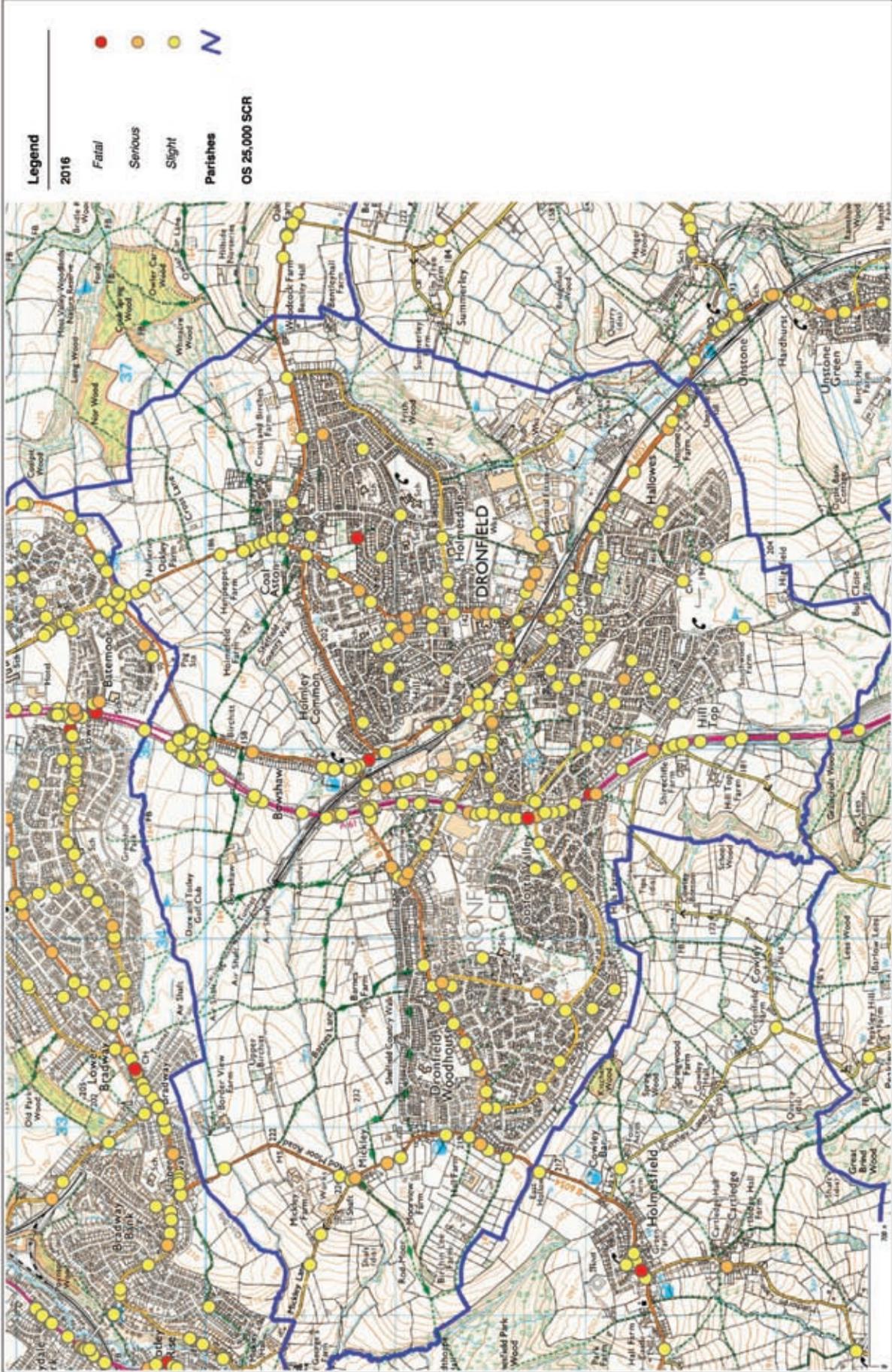
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Traffic Accident Data

Traffic Accident Data from Parish Online (2005-2016)



Dronfield CP



Legend

2016

- Fatal (Red dot)
- Serious (Orange dot)
- Slight (Yellow dot)

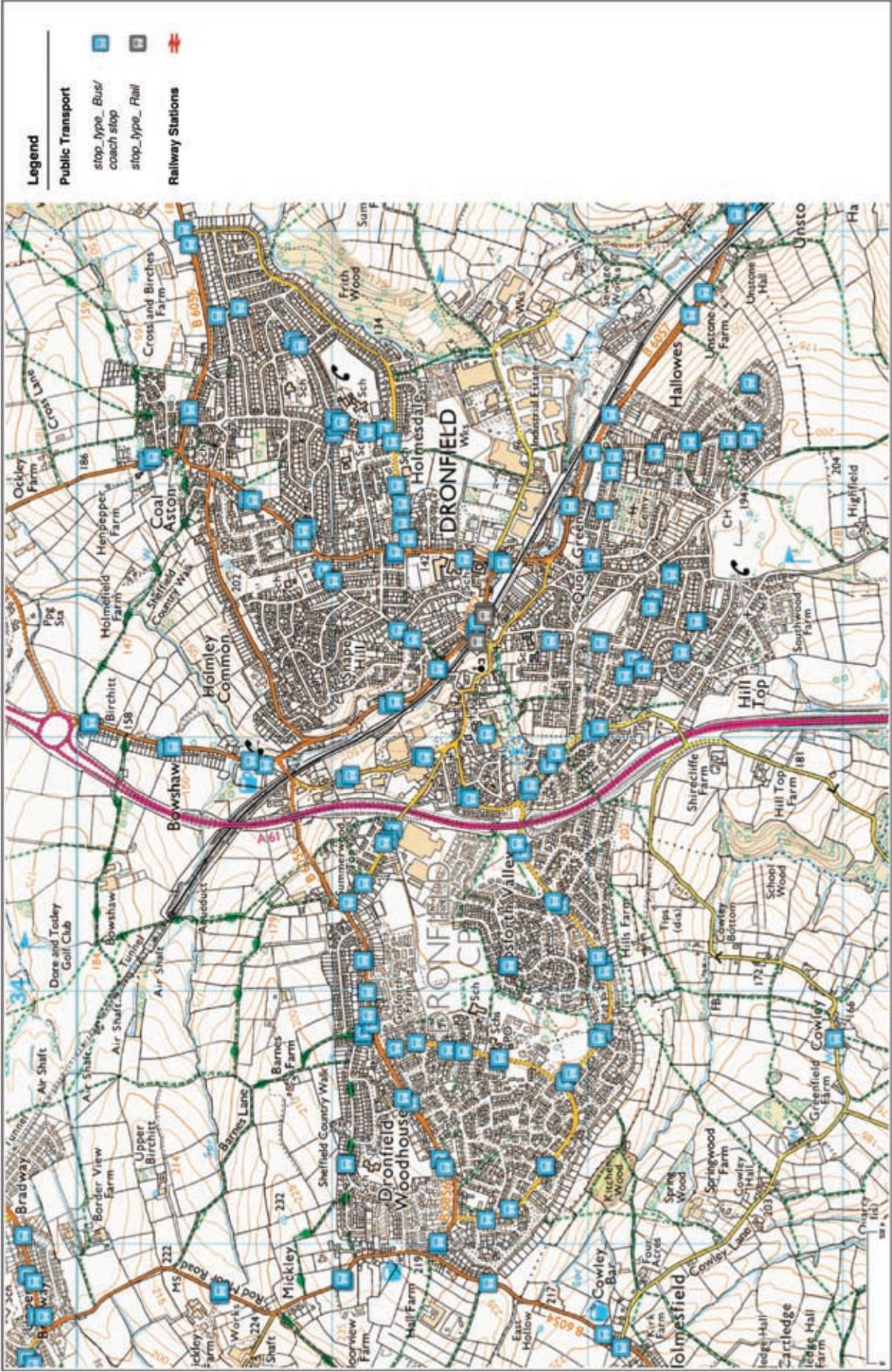
Parishes (Blue outline)

OS 25,000 SCR (North arrow)

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Dronfield CP

Public Transport



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