

Draft Version 13

Dronfield Neighbourhood Plan



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Dronfield's Neighbourhood

Foreword

From the Chair of the Neighbourhood Plan Steering Group

TO FOLLOW

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Plan

What is a Neighbourhood Plan?

1. A neighbourhood plan is a planning document. It is part of the Government's approach to planning to give local people influence in how their area develops – for example, the location of new housing, shops and employment related development.
2. The Dronfield Neighbourhood 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 a vision with suggested plans for how the town may develop in ways that meet identified local need and ensure Dronfield remains a great place to live.

How does a neighbourhood plan fit into the planning system?

3. Although the Government's intention is for local people to have a greater say in how their area develops, in preparing a neighbourhood plan there are regulations which must be taken into account. All neighbourhood plans must meet the 'basic conditions'. A neighbourhood plan must:
 - Take account of national policies and advice contained in guidance issued by the Secretary of State, in particular, in the National Planning Policy Framework¹ (more commonly known as 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.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 has been considered in preparing the Dronfield Neighbourhood Plan.
 - 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 2012³) either alone or in combination with other plans or projects
4. Crucially, it is important to understand that while a neighbourhood plan can provide for more development than has been set out in an approved District Local Plan, for the District, it does not allow it to plan for less development.

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How is the plan structured?

5. 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 description of the topic
 - A brief summary of the key findings from consultation with residents and stakeholders
 - The key objectives of the neighbourhood plan in each topic area
 - 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 Neighbourhood Plan may be implemented.
6. 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 approved Dronfield Neighbourhood Plan.
7. 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 the plan. The main documents can be found at <http://www.dronfield.gov.uk/neighbourhood-plan.html>.

About Dronfield

8. 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.
9. 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.
10. 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.
11. It is a popular place to live. In 2017, CEBR (Centre for Economics & Business Research) completed a report⁴ 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

12. 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 several community groups and neighbourhood planning consultants. In September 2016, the town was officially designated as a neighbourhood area for the purposes of Section 61G of the Town and Country Planning Act 1990.
13. 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, Dronfield Neighbourhood Plan Steering Group carried out a number of community consultation drop-in events to capture the thoughts and feelings of the community. A summary of the results of the consultation can be found in the evidence base portfolio.
14. Advice has also been sought from several specialist community stakeholders. 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 2

The Plan's Objectives

15. 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 must refer to the neighbourhood plan to ensure that the proposals are in keeping with its policies. In addition, the Neighbourhood Plan sets out a vision and guidance to maintain the town as a good and sustainable place to live.

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

- Protecting and wherever possible enhancing Dronfield's green and open spaces
- Retaining 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 and community facilities

17. The neighbourhood plan responds to these issues by putting forward a set of policies that will be applied through the planning process.

18. The plan covers the period from 2016 to 2033. This period had been selected to conform with the North East Derbyshire Local Plan. Rules governing the preparation of a neighbourhood plan require that its aims and policies should be in line with the strategic needs and priorities of the wider local area. They must be in general conformity with the strategic policies of the Local Plan (the adopted 2005 North East Derbyshire Local Plan² in this case). At the time of producing the neighbourhood plan, North East Derbyshire District Council had prepared a draft Local Plan.⁵

Themes & Policies

Community

Aims & Objectives

19. 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.
20. A sustainable future for Dronfield means ensuring existing service levels are maintained and new services are encouraged to meet the changing needs of the community.

Evidence Base

Health

21. Census⁷ 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 2015⁸). The town is served by 4 medical practices, several chemists, dentists and complementary health 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

22. The town has one secondary school and a number of infant, junior and primary schools and 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 Tables⁹). 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

23. Community consultation identified services such as police, fire, post office, doctors and libraries as being important. The town currently has a dedicated service in each of these areas. The Neighbourhood Plan places a presumption in favour of retaining these facilities, meaning that their loss would be resisted, particularly as increased housing would place increased demands on them. The Neighbourhood Plan recognises that these facilities have been under threat in the past.

24. The Town Council has been advised that the town's cemetery is reaching capacity and has a lifespan of 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.

25. Consultation has identified a number of facilities which are vital to the community. These facilities have been listed in Appendix 4, Protection of Important Community Assets and referred to in Policy C1.

Assets of Community Value

26. 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 North East Derbyshire District Council. 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 2011¹¹ defines an 'Asset of

Community Value’ as “a building or other land ... if 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 Act¹¹ 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.

27. 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 has been designated as an Asset of Community Value, in 2016, by The Friends of the Coach & Horses group.

Policies

28. 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.

C1: PROTECTION OF IMPORTANT COMMUNITY FACILITIES

29. Development proposals that result in the loss of, or have a significant adverse effect on, an important community facility identified in Appendix 4 will not be supported, except where:
- (a) It can be satisfactorily demonstrated to the District Council 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 all reasonable efforts have been made to let or sell the current use over a 12-month period.

C2: ASSETS OF COMMUNITY VALUE

30. Where a development proposal may affect an Asset of Community Value, the proposed development should demonstrate to the relevant Authority that the benefit of the development outweighs the impact created.

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Natural Environment

Aims & Objectives

Access to green field, Green Belt and rural country side is a key factor in making the town a desirable place to live. The Neighbourhood Plan therefore has the following objectives:

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

Evidence Base

Green Belt

31. According to the NPPF,¹ the green belt serves five purposes: to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another, to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

32. The Sheffield and North Derbyshire Green Belt, see Map 1, 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 Study¹² (2012) “... 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.”

33. The Green Belt is under increasing development pressure. NEDDC commissioned a study¹³ in 2014 to examine the relative degree to which a “settlement edge” area of Green Belt in North East Derbyshire demonstrably performs Green Belt functionality as defined by the NPPF. A “traffic light colour coding system was utilised, with red identifying those areas where the release of the Green Belt would be most harmful to the Green Belt objectives”. Whilst the report states that the study is at the strategic spatial scale, it does provide a clear indication of the high functionality of the Green Belt around the town and most especially to the north and west.
34. 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 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.”
35. The draft District Local Plan⁵ published in February 2017 proposes 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 860 dwellings by 2033.” This is highly disputed by the local community as evidenced by the number of responses to the first consultation on the draft District Local Plan.

Landscape Character

36. The local landscape character is extremely important to the local community for its scenic beauty, wildlife and historic interest and the contribution it makes 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.

37. The landscape of the town is of a 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.”¹⁴
38. 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 Area,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.*”
39. The Historic Landscape Character Assessment¹⁵ 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 Study¹⁶ 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

40. The Historic Environment Study¹⁶ 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.”

41. Other reports and studies have highlighted the importance of the landscape in the town and the surrounding area. The NEDDC Green Infrastructure Plan¹⁷ 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 Study¹⁰ (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 tranquility 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.”

42. The studies undertaken and referenced in the above dialogue 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.

Green and Blue Infrastructure

43. As well as landscape, the neighbourhood plan will seek to protect 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 Plan¹⁷ identifies green infrastructure as a way to potentially enhance tourism, by increasing linkages both within the district but also sub-regionally.

44. 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 quality of life and social well-being.

Ecology

45. The work conducted by Derbyshire County Council on Areas of Multiple Environmental Sensitivity¹⁴ 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, 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 north eastern 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, 2005¹⁸) recommended further work be undertaken to create linkages across the whole landscape area.

46. 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). 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).
47. 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: Firth 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.
48. This green and blue infrastructure supports 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 wild flowers, 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 has 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.

49. The plan is to ensure that future development protects 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.

Local Green Spaces

50. 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 Study¹² showed that the town generally has an under provision of such recreation areas relative to its population size. The NPPF¹ enables a neighbourhood plan to protect special local green spaces from development, 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 in Appendix 7.

Trees, Woodlands and Hedgerows

51. 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

52. 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 Council²⁰ and The Habitat Creation Guide for Lowland Derbyshire.²¹

Policies

ENV1: GREEN BELT

53. 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.

ENV2: LANDSCAPE CHARACTER

54. Development proposals should contribute to the protection, maintenance and enhancement of the character of the local landscape. They will be required to incorporate the following landscape design principles:

- Layout and design should respect and integrate with the distinctive local landscape
- Retaining the existing landscape features such as trees, woodlands, hedgerows and stonewalling which are important to the landscape character
- Where possible, ensuring that new development incorporates boundaries that have regard to the local landscape character

- Ensuring that all proposals affecting existing archaeological and historic landscape features should seek to preserve or enhance their significance and interest
- Ensuring identified Ancient Woodland, semi-natural woodland and replanted ancient woodlands are preserved and protected
- Ensuring important biodiversity and habitats are protected

ENV3: GREEN & BLUE INFRASTRUCTURE

55. Development likely to affect a green or blue infrastructure asset must demonstrate how it will protect, maintain and, wherever possible, enhance the existing green infrastructure and show the opportunities taken to improve linkages both between existing and new green and blue infrastructure assets.

56. The conservation and enhancement of priority habitats and habitats for priority species must be considered as part of all development. Wherever possible, the opportunity to create new areas of habitat should be taken.

ENV4: LOCAL GREEN SPACES

57. The spaces listed in Appendix 7 and illustrated in the map in Appendix 10 are designated as Local Green Spaces on which development will not be supported.

58. Neighbouring development should demonstrate no adverse impact on the green space, including views and vistas.

ENV5: PROTECTION & ENHANCEMENT OF TREES AND WOODLANDS

59. Development proposals will be encouraged to increase tree coverage (especially of native species) and retain existing trees and hedges by integrating them into the design of the development.

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

61. Development proposals which may 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. Where trees are to be felled, equivalent replacement tree planting in the town will be sought.

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Housing

Aims & Objectives

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

63. 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 860 homes to be built in Dronfield between the period of 2012 and 2032 and that the majority of this housing growth should take place on greenfield sites currently in the Green Belt.

64. Consultation shows that the community, while not opposed to limited, sustainable housing development, in line with recent historic trends, is deeply concerned about the scale of housing development proposed for the town as set out in the draft District Local Plan⁵. The town is not considered to be a suitable and sustainable location for the scale of development proposed. Consultation suggests that:

- In order to meet proposed housing requirements, the District Local Plan⁵ 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 policy¹ is explicit that, "*Once established, Green Belt boundaries should only be altered 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 could do more to encourage Brownfield site identification.

- 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.
- The draft Local Plan allocates a housing target of 860 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.

65. 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. Development on green belt land is strongly discouraged in favour of building on brownfield sites.

Evidence Base

Type & Density

66. The Housing Needs report²² suggests that smaller properties are required to allow many older people in the town to downsize thus freeing up larger properties for new families and young people. It is important that any housing growth is of the right type to support the changing needs and priorities of the population.

Tenure

67. Affordability 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).

68. 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.

69. There is also compelling case for affordable units to be prioritised for those individuals in housing need with a local connection. Housing of this nature will be prioritised for those with a local connection and the Town Council would seek input into the Lettings Policy.

Build Quality

70. This plan will support only high-quality design which is in keeping with the existing built environment and is of an appropriate size and scale. It seeks to ensure that new housing development has particular regard for the importance of the local landscape and built and natural environment and the local landscape. Development proposals should be designed so that they make a positive contribution to enhancing, not adversely impacting this distinctiveness.

Windfall Sites

71. Windfall development is housing that is granted planning permission on land or buildings not specifically allocated for residential development in an approved planning document such as a Local Plan. NEDDC's Local Plan states that only commitments compatible with the strategic approach set out in the Local Plan will be counted towards the housing requirement. The neighbourhood plan recognises there will be opportunities for small scale developments of less than 10 dwellings. 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.

72. Consultation shows that the community is generally supportive of such windfall housing development, where it is suitably located and harmonises with the existing character and needs of the local area.

73. The Town Council will encourage the District Council to count such developments toward the achievement of their total housing requirement, thus providing an alternative to building on Green Belt land.

Developer Contributions

74. 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. At this time, NEDDC is still considering whether to introduce CIL with Section 106 agreements.

75. 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 and, furthermore, projects they wish to secure funding for (either in whole or in part) through the use of planning obligations. Priority areas for funding are (in no particular order):

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

Policies

HOU1: DESIGN OF NEW HOUSING DEVELOPMENT

76. New housing developments must demonstrate, through the masterplan process, good quality design which responds to and integrates with local surroundings, heritage and landscaping. Housing development proposals will not be supported

unless the town's good design principles are achieved. Good design for Dronfield means:

- Providing innovative methods to achieve low carbon sustainable design
- Having regard to 'Lifetime Homes' principles in all new houses
- Conserving and enhancing the local distinctive built, historic and natural environment assets
- Using good quality materials that complement the existing palette in the town, in particular, the design should respect the heritage characteristics of the area
- Respecting established building arrangements and forms such as front gardens
- Making good use 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
- Having no significant adverse impact on residential amenities for existing and future occupiers of the development or in the surrounding area
- Minimising resource use and helping to meet climate change targets, including by minimising surface water run-off and use of sustainable drainage systems and green technologies
- Providing easy access for all members of the community; layouts should provide an integrated, safe, attractive environment for pedestrians and cyclists (particularly children, the elderly and those with disabilities and impaired mobility)
- Providing safe environments that "design out crime", meeting the requirements of "secure by design"
- Any recreational open space provision required in the proposed development should be central to the development, fully integrated and suitably overlooked by adjacent housing
- Proposals should include measures for future maintenance of open spaces, hard and soft landscaping and other public areas
- Development proposed on the edge of settlements should improve access to the countryside, enhance the local landscape and protect views in to and out of the site

- Provision of suitable external amenity space (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
- Inclusion of appropriate and adequate lighting
- Taking account of areas in Dronfield Town Centre and Dronfield Bottom, Coal Aston and Dronfield Woodhouse Conservation Areas where settings would be affected, in terms of the relevant Conservation Area Appraisal

HOU2: HOUSING MIX

77. New housing development should provide for a mix of housing types, sizes and tenures to meet identified housing need in the town and North East Derbyshire District. They will be required to demonstrate how they have taken account of the most up to date published evidence on housing needs in the town, having regard to other sites and market considerations.

78. 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 i.e:

- Has lived in the area for more than 5 years
- Has close family living in the area for more than 5 years

HOU3: DEVELOPER CONTRIBUTIONS

79. The Town Council will seek to prioritise the use of financial contributions, whether from the Community Infrastructure Levy or negotiated obligations, for improvements to and enhancement of the areas identified in paragraph 76. 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.

Any additional needs in local community services and facilities, in particular health provision and schools should be provided either in new facilities or through developer contributions

DRAFT

Transport & Access

Aims & Objectives

80. The plan aims to support a suitable transport network which serves all users as well as guarding against development which results in overburdening the existing network. Alleviating traffic congestion and implementing transport measures to benefit residents, local businesses and the environment are top priorities of residents. These are key to maintaining quality of life and a sustainable future for the area.
81. 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 2035²³ produced by North East Derbyshire District Council in 2013.

Evidence Base

82. The car provides the principle mode of transport for residents and visitors. According to the 2011 Census,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 2013¹⁰ 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%.
83. 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

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

85. 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, 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

Sustainable Transport

86. The Transport Studies Report²⁴ 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 2013¹⁰). The town has limited public transport provision, including bus services and taxis.

87. 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 Hallows Estate and Coal Aston to the main urban centres. 2 local bus services (43a & 44a) have recently ceased.

Cycling and Walking

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

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

Car Parking

90. 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.

91. 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 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.

92. While some on-street parking can help to calm traffic speeds, inadequate off-street parking has resulted in an environment in many parts of the town that is dominated by cars and which restricts traffic movement and results in unsafe conditions for other road users and pedestrians.

93. 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.

94. Furthermore, the plan seeks to conserve existing car parking provision from development unless there are strong grounds to justify its loss. Appendix 4 lists a number of car parks which the plan seeks to protect as an 'Important Community Asset'.

Policies

T&A 1: HIGHWAYS

95. New developments which involve alterations to existing highways and the provision of new highways must meet the following design criteria:

- To provide suitable measures to accommodate all traffic
- To improve the safety and attractiveness of the street scene
- To integrate appropriate traffic calming measures within the development

T&A2: PARKING

96. Development proposals should incorporate sufficient, safe and convenient car parking provision in accordance with agreed Derbyshire County Council standards. Generally, this provision should not be below the standards set by Derbyshire Council for new development.

97. Development proposals must consider the following criteria when determining if the proposed parking provision is sufficient:

- Accessibility
- Type of development
- Availability of public transport

98. Development proposals that result in the loss of car parking provision will only be supported where (i) it can be clearly demonstrated that the loss of parking will not have a severe adverse effect on parking provision and road safety in the nearby area; or (ii) adequate and convenient replacement car parking provision will be provided on the site or nearby.

T&A3: TRAFFIC MANAGEMENT

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

- 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
- Eckington Road
- Speeding in the town centre

T&A4: FOOTPATH, CYCLEWAY & BRIDLEWAY NETWORKS

100. Development proposals that result in the loss of, or have a significant adverse effect on, the existing network of footpaths, cycleways and bridleways will only be supported where it can be demonstrated that the public benefit of the development clearly outweighs the harm.

101. Changes to the network should demonstrate adherence to the following criteria:

- Delivering a high level of security and safety by, for example, providing adequate street lighting and good visibility
- High quality design through, for example, street furniture
- Limiting the need to cross the carriageway and make routes accessible to wheelchair users, and other people with access problems or pushchairs

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

103. Where appropriate, with regard to the scale and location of the proposal, new developments will be required to take advantage of opportunities to incorporate improvements to the network of footpaths and cycleways into their proposals or may be required to contribute to such improvements through a planning obligation, where the legal requirements are met.

T&A5: Infrastructure

104. 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:

- Site access and the need for any additional road capacity and public transport provision
- New infrastructure to ensure the development is accessible by foot and by cycle and by people with mobility impairment and to ensure that connections are made to link with existing public transport, walking and cycling routes
- Surface water drainage by using sustainable drainage systems (SUDs)
- Suitable capacity in local infrastructure including flood defences, power supply and sewers

Economy

Aims & Objectives

105. The town provides around 7,200 jobs, a total of 28% of the district's total number of jobs (Settlement Role & Function Study 2013). Dronfield is a commuter town with 70-80% of the population travelling to Sheffield and Chesterfield and, as such, this plan supports the development of businesses which service a commuter town.

Evidence Base

Shopping & Services

106. The town comprises a central shopping area 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 Capacity Study 2008²⁶ 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. At the time, 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%). In 2017, two of the town's banks closed and a further is due to reduce its opening hours. Further units have closed in the town centre leaving mostly charity shops, empty units and estate agents behind.

107. NEDDC's Dronfield Town Centre Health Check 2013²⁵ tells us 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 neighbourhood 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 and comments were received that the market was “shrinking”, and that the quality of shop provision was reducing.

Town Centre

108. 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.

109. In the 2005 Local Plan² a town centre boundary was defined for Dronfield town centre. The draft Local Plan⁵ proposed to carry forward, unaltered, the defined town centre boundary for Dronfield, until a time when it, “*can be replaced and informed by the new evidence*”. In January 2017, North East Derbyshire District Council adopted a Regeneration Framework for Dronfield, Dronfield 2035.²³ 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

110. The suggested improvements to the Civic Centre have been reviewed as part of the development of the plan and are considered to be relevant.

111. 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 way that is sympathetic to the role and historic context of Dronfield.

Shopping Hubs

112. 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.

Chesterfield Road

113. 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. This area is identified by the Dronfield 2035²³ 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

114. 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 Lane & Highfields Road

115. 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

116. 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.

Businesses and Employment

117. 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 Stubley 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.
118. The historical development of the town 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 the District Council with regard to Gunstones, for example.
119. To make sure the town continues to provide sustainable and accessible job opportunities, it is 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. NEDDC's draft Local Plan⁵ indicates a desire to expand Callywhite Lane toward Chesterfield, providing a further 6 hectares of industrial space. The consultation raises questions about the impact of further development on the transport network. 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.

120. NEDDC's Local Plan⁵ safeguards 'Priority Employment Sites' against redevelopment or change of use to a non-employment use such as housing or retail. The Local Plan lists Callywhite Lane under this category. In addition, the Local Plan identifies sites on Stubley Lane and Sheffield Road as a Secondary Employment Areas and places a number of conditions on reusing the land for anything other than employment use. NPPF¹ places no protection on employment land being reserved for that purpose if no longer required. This plan supports the NPPF¹ statement and the Town Council will actively seek alternative uses for brownfield sites which it considers could be better used for another purpose, for example housing and leisure, especially if this protects greenfield land.

Policies

E1: EXISTING EMPLOYMENT USES

121. 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 a residential use, or it has been demonstrated that the current use is not viable, or it can be shown to North East Derbyshire 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.

E2: NEW SMALL SCALE EMPLOYMENT USES

122. Development proposals for new, or the expansion of existing, small-scale employment, uses will be supported where they will not generate unacceptable noise, fumes or smells, and would not adversely affect the amenity of residents and/or adjoining uses or the special character of the town.

E3: DRONFIELD TOWN CENTRE

123. Within the defined Dronfield Town Centre, see Map x development proposals for the following uses will be supported.

- Shops (Use Classes A1, A2, A3)
- 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 NEDDC 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)
- The residential use of the upper floors of properties within the town centre will be supported subject to parking and amenity considerations

E4: HOT FOOD & TAKE AWAYS

Development proposals for hot food takeaways (Use Class A5) will be supported only where (i) it 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, (ii) it does not adversely affect the shopping element within the immediate area of the site, (iii) it would not result in a cluster of non-shop uses (generally no more than two in a row), (iv) the applicant can prove there will be minimal negative impact on traffic and (v) it is not located within 400m of a school.

E5. LOCAL SHOPS OUTSIDE DRONFIELD TOWN CENTRE

124. 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 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 subject to transport, environmental and amenity considerations.

E6: SHOP FRONTAGES

125. Any changes to shop frontages should be of a high-quality design and improve the character of the visual environment. Signs should be of a suitable scale and frontages should be in keeping with the architectural merit of the building. Lighting should be subtle and appropriate. The plan will view positively and encourage development proposals that improve the visual and physical attractiveness of the Civic Centre.

E6: PROVISION OF LITTER BINS IN NEW SHOPPING DEVELOPMENTS

126. Shopping development proposals 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.

Heritage

Evidence Base

What is a Heritage Asset?

127. 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 2012¹).

“These assets may include buildings and structures, landscapes/landscape features, areas of archaeological interest and historic settlements.”

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

129. 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 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.

130. 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.
131. Dronfield 2035 A Vision for the Town,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 neighbourhood plan offers an opportunity to build on and ultimately deliver this vision for our town.

Historic Buildings

132. 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.
133. Research and studies notably by the late Professor David Hey 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.

134. 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/Stubley 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.

135. Although a conservation area, the town centre has suffered degradation since its designation. 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.

136. 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.
137. 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.
138. The full schedule of listed buildings can be found in Appendix 5 whilst Appendix 6 contains details of non-designated heritage assets.

Non-Designated Heritage Assets

139. As well as designated heritage assets, such as the listed buildings identified in Appendix 5, the town has many non-designated heritage assets 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 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 significance, especially in the light of current levels of weak enforcement in the existing conservation areas.

140. The Dronfield local list of non-designated assets is an iterative list subject to continuous revision as new assets are identified. It has been produced based on desk research on current publications (Appendix 9³⁰⁻³⁶) and field work by local volunteers. Assets on the list are required to meet certain criteria in terms of their significance, listed in Appendix 10.

Conservation Areas

141. 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. All were subject to Character Statements by the District Council: Dronfield in May 2000;²⁷ Dronfield Woodhouse in November 2002²⁸ and Coal Aston in November 2003.²⁹ 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.

142. There are several concerns about the state of the conservation areas. 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 2035²³ 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.

Policies

H1: Listed buildings

143. 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 supported and encouraged.

H2: Non-Designated Heritage Assets

144. The plan identifies the heritage assets in Appendix 6 as Dronfield Town Character Buildings and Structures. 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 Town 'Character Building' will not be supported, unless exceptional circumstances can be demonstrated. Their inclusion as part of a Local List by North East Derbyshire Derbyshire District Council is supported.

H3: Conservation Areas

145. 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. The three Dronfield conservation areas, especially Dronfield, have been subject to considerable 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 the District Council 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.

H3: Landscape Character

146. Development proposals should contribute to the protection, maintenance and enhancement of the character of the local landscape. They will be required to incorporate the following landscape design principles:

- Promoting the use of local sandstones and gritstones in buildings and ensuring that Derbyshire Stone Slate on roofs with irregular forms should be retained and enhanced where appropriate
- Ensuring that development is of an appropriate design that reinforces historic routes and patterns of development

Appendices

1. Community Consultation Summary of Responses

To follow

2. Specialist Advisors

Lorraine Shaw	Rykneld Homes
Niall Clark	Rykneld Homes
Paul Burton	Hallam Land Management
Gavin Dixon	Dixon Dawson Architects
Edward	LSP Developments
Andrew Wood	CPRE
Geoff Blisset	DCC Transport Policy & Programmes
Steven Buffery	DCC Principal Planner
John Hichcliffe	Civic Society
John Harvey	Civic Society
John Fletcher	Civic Society

3. 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

4. Protection of Important Community Assets

- Police presence
- Fire Service
- Post Office
- Dronfield Library
- 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 Stubley 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

Stubley Medical Centre, 7 Stubley 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 Stubley Drive), Dronfield Woodhouse, Derbyshire, S18 8QY

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

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

- Parks & open spaces

Cliffe Park, Callywhite Lane, Dronfield, Derbyshire, S18 2XP

Sindelfingen Park, Pentland Road, Dronfield, Derbyshire, S18 8ZQ

Hilltop Playground, Dronfield, Derbyshire, S18 1UH

Marsh Avenue Playground, Dronfield, Derbyshire, S18 2HA

Cemetery Road Playground, Dronfield, Derbyshire, S18 1XY

Moonpenny Way Playground, Dronfield, Derbyshire, S18 1SA

Birches Fold Playground, Dronfield, Derbyshire, S18 3AG

Dronfield Woodhouse Recreation Ground, Carr Lane, Dronfield S18 8XB

Lundy Road Playground, Dronfield, Derbyshire, S18 1UY

Stonelow Recreation Ground, Dronfield, Derbyshire, S18 2EP

Jubilee Park, Green Lane, Dronfield, Derbyshire, S18 2FH

Dronfield Nature Park, Chesterfield Road, Dronfield, Derbyshire,

Leabrook Valley, off Gosforth Drive, Dronfield, Derbyshire

Well dressing site, Carr Lane, Dronfield, Derbyshire

Playing Fields, off Scarsdale Road, Dronfield, Derbyshire

- Woods

School Wood, off Barlow Lees Road, Dronfield, Derbyshire

Hollins Spring Wood, off Barlow Lees Road, Dronfield, Derbyshire

Long Acre Wood, off Barlow Lees Road, Dronfield, Derbyshire

Frith Wood, off Stonelow Road, Dronfield, Derbyshire

Adjacent Sindelfingen Park, Pentland Road, Dronfield, Derbyshire, S18 8ZQ

- Pubs & clubs

3 Tuns, 135 Cemetery Rd, Dronfield S18 1XX

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

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

- 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

5. 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 Hallowses Golf Clubhouse, Grade II, Hallowses Lane,
Dronfield, Derbyshire

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

Hallowses 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, Hallowses 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, 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

6. Non-Designated Heritage Assets

7. Non-Designated Heritage Assets Listing Criteria

8. Open Spaces

- Leabrook Valley
- Well dressing site, Carr Lane, Dronfield, Derbyshire
- School Wood, off Barlow Lees Road, Dronfield, Derbyshire
- Hollins Spring Wood, off Barlow Lees Road, Dronfield, Derbyshire
- Long Acre Wood, off Barlow Lees Road, Dronfield, Derbyshire
- Frith Wood, off Stonelow Road, Dronfield, Derbyshire
- Gosforth Valley Playing Fields, Bubnell Road (off Stubble Drive), Dronfield Woodhouse, Derbyshire, S18 8QY
- Woods adjacent Sindelfingen Park, Pentland Road, Dronfield, Derbyshire, S18 8ZQ
- Radbourne Common (off Pentland Road), Dronfield, Derbyshire, S18 8ZQ
- The Green, Longacre Road
- The Green on Burns Drive

- The Green and path network along Shakespeare Crescent
- The Green on top of Poplar Close
- The Green at the junction Hallows Drive/Hazel Close

9. Evidence Base

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 Draft Local Plan 2017
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. 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. The Old Dronfield Society, Explore Dronfield, Heritage Trail No.1, Dronfield Old Town, 2016
31. The Old Dronfield Society, Heritage Trail No. 2, The Drone Valley, 2016
32. David Hey, Medieval and Tudor Dronfield, Books at the Barn, 2015
33. David Hey, The Houses of the Dronfield Lead Merchants, Books at the Barn, 2015
34. Barry Joyce, Gordon Michell, Mike Williams, Derbyshire Detail and Character, Alan Sutton, 1996
35. Dronfield Civic Society, Dronfield Conservation Area, 2017
36. Clare Hartwell and Nicholas Pevsner, Derbyshire, Pevsner Architectural Guides, Buildings of England, Second edition, 2016

Glossary

The following abbreviations have been used within this neighbourhood plan:

NEDDC North East Derbyshire District Council

NPPF National Planning Policy Framework

DRAFT

Maps

Map 1 Green Belt

Map 1 Traffic Accident Data

Map 2 Public Transport Network

Map 3 Town Centre

Map 4 Conservation Area

Map 5 Listed Buildings

Map 7 Green Belt with All Environmental Designations

Map 8 AMES/ Landscape Character Areas/ HERS

Suggested Community Initiatives

- A business forum led by the Dronfield business community
- A call for Brownfield sites in the North East Derbyshire District
- A shopfront and advertisement guide

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