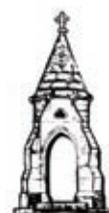


# DRONFIELD Neighbourhood Plan 2018

Draft Version 14c



Dronfield  
Town  
Council

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# FOREWORD

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

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

The Plan is now at the draft stage. This means that the Steering Group and Town Council is satisfied that it has a sound draft Plan, and now invites residents, landowners, businesses, agencies and others to give their views on it. This is in accordance with rules and regulations covering the preparation of a neighbourhood plan. **Details on how to comment can be found at <http://www.dronfield.gov.uk/neighbourhood-plan.html>**

Any comments received during this stage will be considered by the Steering Group, and the draft Plan amended appropriately.

We expect that a final version of the Plan will be published in late 2018. It will then be 'Submitted' to North East Derbyshire where it will undergo a further six-week period of consultation prior to independent examination. If it successfully passes this stage, a referendum will be held in which all residents in the town will be asked whether or not they support the adoption of the Plan.

I would like to thank everyone who attended the numerous Steering Group meetings and consultation events during the preparation of the Draft Plan as well as the funding bodies Locality and Awards for All, without whose help, input and support, this Plan could not have been developed or reflect the views of the community.

## **Councillor Angelique Foster**

Chairman of the Neighbourhood Plan Steering Group





## 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 ("The Plan") provides a set of objectives for the future of the town and sets out certain defined planning policies and proposals to achieve these aims. It also sets out 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, work and visit.

3. It covers the whole of Dronfield as shown on Map 8.

\*The terms 'Dronfield', 'The Town' and Dronfield Parish as used interchangeable. They all refer to the area covered by the parish of Dronfield unless specifically stated otherwise.

# THE PLAN

## How does a neighbourhood plan fit into the planning system?

4. 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'. **These include:**

- Take account of national policies and advice contained in guidance issued by the Secretary of State, in particular, in the National Planning Policy Framework<sup>1</sup> (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.<sup>2</sup> 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 2012<sup>3</sup>) either alone or in combination with other plans or projects.

5. 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, (in this instance North East Derbyshire Local Plan), for the District, it does not allow it to plan for less development.

## How is the plan structured?

6. The Plan is divided into the following sections:

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

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

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

7. 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.

8. 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 :

**[www.dronfield.gov.uk/neighbourhood-plan.html](http://www.dronfield.gov.uk/neighbourhood-plan.html)**



# About Dronfield

## Ancient origins and a popular place to live

**9.** 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 km<sup>2</sup>) and is surrounded by the neighbouring villages and hamlets of Unstone, Holmesfield, Barlow, Apperknowle, Hundall, Marsh Lane and Eckington.

**10.** 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.

**11.** 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.

**12.** It is a popular place to live. In 2017, CEBR (Centre for Economics & Business Research) completed a report<sup>4</sup> 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

**13.** 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.

**14.** 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

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

community. A summary of the results of the consultation can be found in **Appendix 1**.\*

**15.** 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**.

\* **Appendix 1** can be viewed online at [www.dronfield.gov.uk/neighbourhood-plan](http://www.dronfield.gov.uk/neighbourhood-plan)

Diagram showing relationships between the local authorities

## **Derbyshire County Council**

*Responsible for:*

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

## **North East Derbyshire District Council**

*Responsible for:*

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

## **Dronfield Town Council**

*Responsible for:*

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

## THE PLAN'S AIMS AND OBJECTIVES

**The Plan responds to these issues by putting forward a set of policies that will be applied through the planning process. It focuses on those areas that the evidence has identified as having the most pressing need for action and which the Plan can have the biggest impact.**

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

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

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

**18.** The Plan responds to these issues by putting forward a set of policies that will be applied through the planning process. It focuses on those areas that the evidence has identified as having the most pressing need for action and which the Plan can have the biggest impact. Where there are existing national district planning



policies that meet the requirements of the town they are not repeated here. It is important to note that when using the Plan to form a view on a proposed development all of the policies contained in it must be considered together when forming a view.

**19.** It 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 it should be in general conformity with the strategic policies of the Local Plan (the adopted 2005 North East Derbyshire Local Plan<sup>2</sup> in this case). At the time of producing the Neighbourhood Plan, NEDDC had prepared a draft Local Plan.<sup>5</sup>

# THE PLAN COMMUNITY

**D**ronfield is already a successful community. To maintain its sense of place The Plan seeks to preserve and enhance existing assets and facilities and at the same time encourage new enterprise in response to Dronfield’s growth and changing needs. There are four main areas of Dronfield life covered in the Communities Section of The Plan: Health, Education, Services and Assets of Community Value. Health care is already under pressure and needs protection as well as development. Dronfield has a higher than average educational achievement record and The Plan supports the maintenance of high standards in all the town’s schools. Both in health and education, there is concern that large housing development could overburden existing facilities. The current infrastructure of services like fire, police and libraries are seen by the community as important to the overall wellbeing of the town. The Plan seeks to encourage their maintenance, some of which have been under threat in the past. The town is fortunate to have a wealth of community assets. The Plan seeks to protect them and discourage activities which could deplete or harm them. Overall, Dronfield is a safe, clean and healthy town for the community as a whole. The Neighbourhood Plan seeks to maintain and enhance its reputation and facilities.



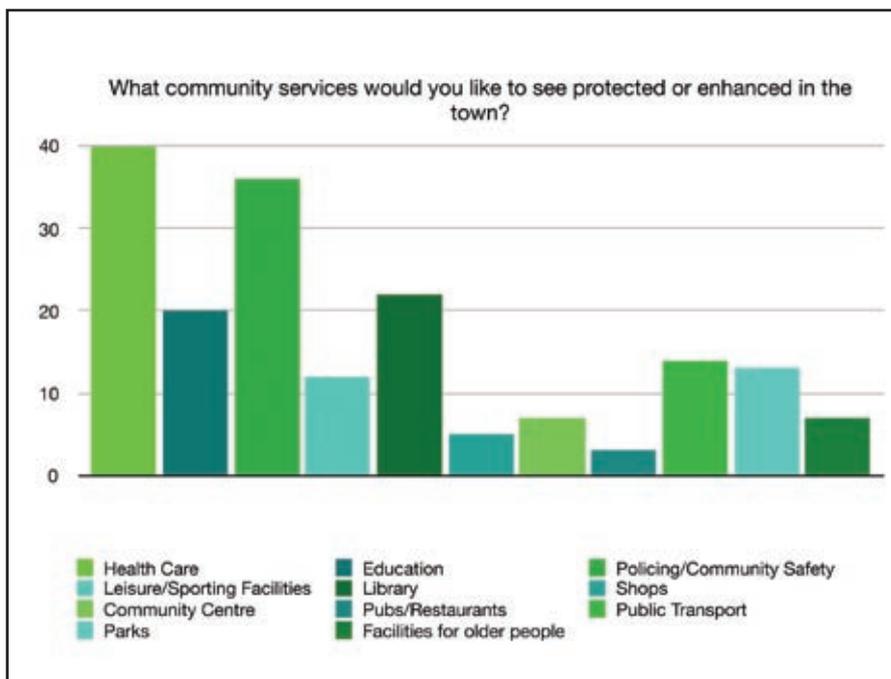
## COMMUNITY

### What our community says:

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

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

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



# Themes and Policies

## ■ COMMUNITY ASSETS

### ■ Objectives: To protect and enhance existing community facilities and services

#### Background

21. 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.

22. 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.

#### Health

23. Census<sup>7</sup> 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 2015<sup>8</sup>). The town is served by 4 medical practices, several chemists, dentists and complementary health

#### THE PLAN AIMS:

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

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

#### Education

24. 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 Tables<sup>9</sup>).

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

25. 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 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 Plan recognises that these facilities have been under threat in the past.

26. 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.

27. 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.

28. 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.

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

Development proposals that result in the loss of, or have a significant adverse effect on, an important community facility identified in

**Appendix 4** will not be supported, except where:

- a) It can be satisfactorily demonstrated to the NEDDC that the facility is no longer needed in the town, or that service could be adequately provided in an alternative way, or elsewhere in an alternative location that is equally accessible by public transport, walking and cycling or
- b) It can be demonstrated through a

viability assessment that the current use is economically unviable and all reasonable efforts have been made to let or sell the current use over a 12-month period.

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

Development proposals involving the provision of a new or enhanced community facility will be supported where it can be demonstrated to



North East Derbyshire District Council, in discussion with the Town Council, that it meets a local need (for example medical, educational, police and cemetery related facilities) and is subject to transport, environmental, amenity and landscape considerations.

## Assets of Community Value

**29.** The registering of Community Assets is a separate (non-planning) legal process, initiated by a town or parish council or a community group, but undertaken by NEDDC. The designation of a community facility as an Asset of Community Value provides the opportunity to give it added protection from inappropriate development. The Localism Act 2011<sup>11</sup> 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 Act<sup>11</sup> 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.

**30.** The inclusion of a specific policy in a neighbourhood plan with regard to Assets of Community Value provides the opportunity to give any registered Asset added protection from inappropriate development. It

ensures that the ‘Listing’ of an Asset of Community Value is a material consideration (i.e. it must be taken into account) when a planning application is being considered that may affect the Listed Asset. To date, one Asset, The Coach and Horses public house has been designated as an Asset of Community Value, in 2016, by The Friends of the Coach & Horses group.

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

Development proposals that support the longevity, appreciation and community value of an Asset of Community Value will be encouraged. Development proposals for a change of use that would result in the loss of an Asset of Community Value will not be supported.



# THE PLAN NATURAL ENVIRONMENT

**D**ronfield is fortunate to have many green spaces within the town, and is also surrounded by green space which separates it from other local authorities. Many of the surrounding spaces are in The Green Belt – a specific designation to check urban sprawl, prevent towns merging into one another and safeguarding the countryside generally. The Neighbourhood Plan supports the continued designation of the countryside surrounding the town as Green Belt with a strong presumption against development that would conflict with its aims. The Plan also seeks to protect the rural character and historic significance of the landscape

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

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

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

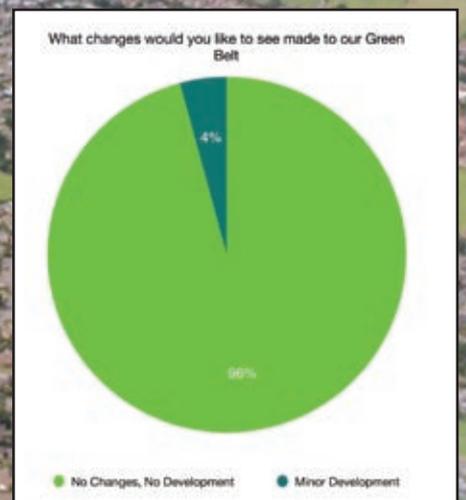
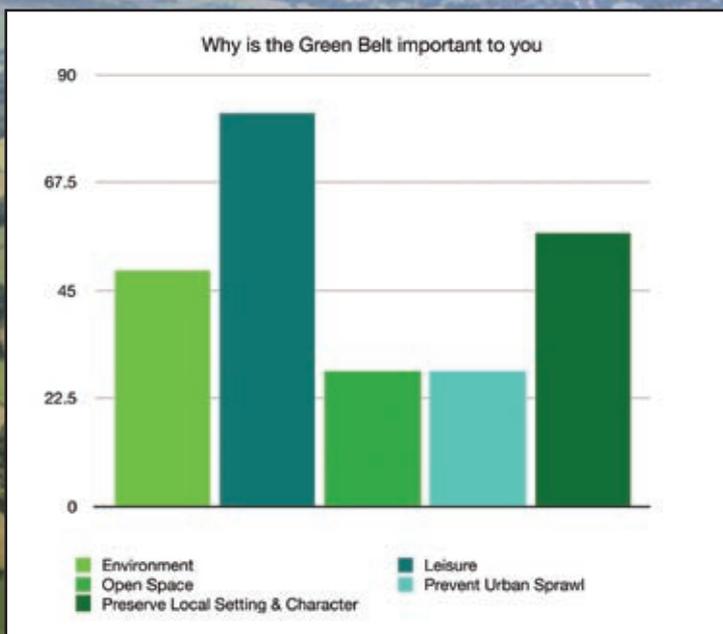
## NATURAL ENVIRONMENT

### What our community says:

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

**Protection of important local green spaces is vital.**

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



# Themes and Policies

## NATURAL ENVIRONMENT

### Background

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

### Green belt

**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 Study<sup>12</sup> (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.** 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 NPPF<sup>1</sup> 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

### THE PLAN AIMS:

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

regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.” The NPPF<sup>1</sup> (para 82) provides the following elaboration on “exceptional circumstances”: “for example when planning for larger scale development such as new settlements and major urban extensions.”

The draft District Local Plan<sup>5</sup> 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 450 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 and the consultation undertaken as part of the development of the Neighbourhood Plan..

### POLICY ENV1: GREEN BELT

The Plan supports the continued designation of the countryside surrounding the town as Green Belt. Within the Green Belt, there will be a strong presumption against

development that would conflict with the purposes of the Green Belt or adversely affect its open character in accordance with the NPPF.

### Landscape character

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

**35.** 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.”<sup>24</sup>

**36.** 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,<sup>15</sup> 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.”*

**37.** The Historic Landscape Character Assessment<sup>15</sup> 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 Study<sup>16</sup> 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.

**38.** The Historic Environment Study<sup>16</sup> 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.”

**39.** Other reports and studies have highlighted the importance of the landscape in the town and the surrounding area. The NEDDC Green Infrastructure Plan<sup>17</sup> 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 Study<sup>10</sup> (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.”

**40.** 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.

### ■ **POLICY ENV2: LANDSCAPE CHARACTER**

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

- a)** take every opportunity, through design and materials, to reinforce local character and a strong sense of place;
- b)** incorporate landscaping and boundary treatments local in character including the use of native tree and hedgerow species;
- c)** conserve important local historic landscape features such as ancient and irregular field enclosures, ridge and furrow, stone walls, woodlands, mature trees and historic hedgerows.



## Green and Blue Infrastructure

**41.** As well as landscape, the 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 Plan<sup>17</sup> identifies green infrastructure as a way to potentially enhance tourism, by increasing linkages both within the district but also sub-regionally.

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

**43.** The work conducted by Derbyshire County Council on Areas of Multiple Environmental Sensitivity<sup>14</sup> identifies the town's green and blue infrastructure as supporting areas of ecological sensitivity and importance. Whilst the town does not have any statutory sites, it does have two sites which have been designated of national importance close to its borders. These are:

- The South Pennine Moors Special Area of Conservation/ Special Protection Area (SAC/SPA), located approximately 3 kilometres to the west of the town boundary
- The Moss Valley Woods, a Site of Special Scientific Interest (SSSI) which adjoins the northeastern boundary of the town and encompasses a high proportion of Ancient Woodland.

The broader Moss Valley sits within the Green Belt and, in addition to Moss Valley Woods, incorporates two further separate SSSIs, providing an indication of its biodiversity value. The Moss Valley Biodiversity Study (DCC Countryside and Natural England, 2005<sup>18</sup>) recommended further work be undertaken to create linkages across the whole landscape area.

**44.** 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).

**45.** 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.

**46.** 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. 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 have been recorded at several locations in the town.

The main threat to the great-crested newt is the loss of breeding ponds and associated terrestrial habitats, mainly due to development, agricultural intensification and drainage. The newts are found in standing water, swamps, tall herb and fen mires and previously developed land. Fragmentation of both aquatic and terrestrial habitats



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

**47.** The Plan seeks 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.

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

The Lea Brook Valley as shown on **map 7**, is defined as a Green Corridor. Development proposals affecting this feature should seek to support and enhance its operation as a multifunctional corridor for the

movement of wildlife, people and the provision of ecosystem services. Where appropriate and practicable, proposals for development should seek to connect with this corridor, through for example rights of way.

#### ■ **POLICY ENV4: ECOLOGY**

The Plan supports development proposals which enhance the biodiversity of the site or locality, especially where this will help deliver networks of biodiversity and green infrastructure and targets identified in the Lowland Derbyshire Biodiversity Action Plan.

Where significant impacts are identified, appropriate mitigation or compensation measures will be required. Such measures will be targeted to benefit local conservation priorities as identified in the Lowland Derbyshire Biodiversity Action Plan.

### **Local Green Spaces**

**48.** 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 Study<sup>12</sup> showed that the town generally has an under provision of such recreation areas relative to its population size. The NPPF<sup>1</sup> 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 which forms part of the evidence base.

### ■ **POLICY ENV5: LOCAL GREEN SPACES**

The spaces listed below in **Appendix 8** and illustrated in the **map 7** are designated as Local Green Spaces on which development will only be supported in very special circumstances unless it is consistent with the function of the Local Green Space.

### **Trees and Woodlands**

**49.** 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

**50.** 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 Council<sup>20</sup> and The Habitat Creation Guide for Lowland Derbyshire.<sup>21</sup>

### ■ **ENV6: PROTECTION & ENHANCEMENT OF TREES AND WOODLANDS**

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

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

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.



# THE PLAN

# HOUSING AND INFRASTRUCTURE

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

The emerging Local Plan from North East Derbyshire District Council currently proposes a minimum of 450 homes to be built in Dronfield between 2012 and 2032 and the majority on green field sites currently in the Green Belt.

In a consultation with local residents, it emerged that while not opposed to sustainable development in line with recent historic trends, there is deep concern about the scale as proposed in the NEDDC Local Plan and the consequent

pressures that would be put on the town's infrastructure.

Taking into account this feedback, development of Green Belt land is strongly discouraged in favour of building on brownfield sites.

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

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

## HOUSING

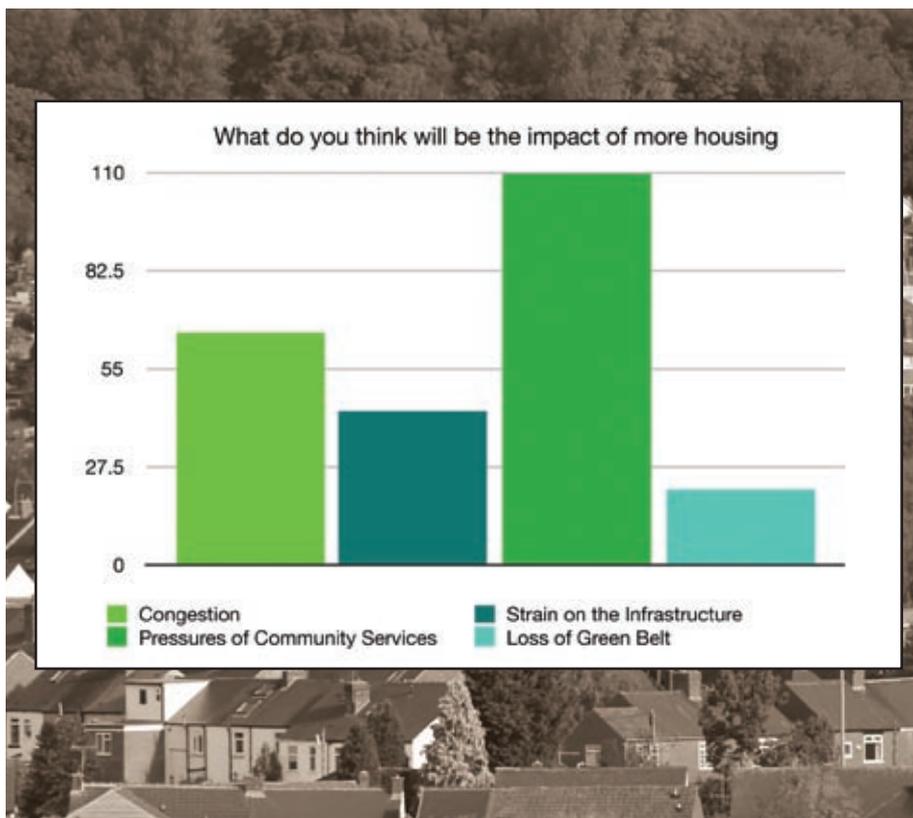
### What our community says:

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

**Any house building should be limited in number and carefully controlled**

**New homes should not be built on green belt land**

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



# Themes and Policies

## HOUSING & INFRASTRUCTURE

### Background

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

**52.** 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,<sup>5</sup> 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 450 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.

**53.** 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 Plan<sup>5</sup>. 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 Plan<sup>5</sup> proposes all housing development should take place on greenfield sites, requiring the re-designation of large areas of land presently in the Green Belt.

### THE PLAN AIMS:

- To support a level of housing provision that meets local need

- To support the development of housing for the elderly and starter homes

- Prioritise the use of brownfield sites for housing and other forms of development

- To ensure all new development includes suitable infrastructure to address its needs and any new impact it may have

- To preserve its residential aspect

National planning policy<sup>1</sup> 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 450 new homes in Dronfield. However, only 70 houses have been built in the town

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

### Housing Allocations

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

### Windfall Housing Development

**55.** The National Planning Policy Framework describes ‘Windfall Sites’ as “Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available”.

**56.** 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.

**57.** Consultation shows that the community is generally supportive of such windfall housing development, where it is within the built-up part of Dronfield, otherwise suitable in scale

location, harmonises with the existing character and help meet need a local need. Further, that development on greenfield sites is strongly discouraged in favour of building on brownfield sites.

### ■ **POLICY HOU1: WINDFALL HOUSING DEVELOPMENT**

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

- a)** is well integrated within adjoining uses and the surrounding areas;
- b)** retains existing important natural boundaries such as trees, hedges and streams;
- c)** provides for a safe vehicular and pedestrian access to the site and that traffic generation and parking

impact including mitigation measures does not result in an unacceptable impact on its own, or in combination with other development proposals, or road and pedestrian safety

**d)** do not result in an unacceptable loss of amenity for neighbouring occupiers by reason of loss of privacy, loss of daylight, visual intrusion or noise; and

**e)** can be demonstrated that development on brownfield land over greenfield land has been prioritised.

**58.** It is noted that NEDDC's Local Plan states that only commitments compatible with the strategic approach set out in the Local Plan will be counted towards meeting any local housing requirement such as for

Dronfield. This means that 'windfall housing development will not count in meeting the local housing target. National planning policy enables North East Derbyshire to make an allowance for windfall sites in the five-year supply, *"if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply"*.

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

**60.** Therefore, the Town Council will encourage NEDDC to count such developments toward the achievement of their total housing requirement, thus providing an alternative to building on Green Belt land.



## Housing Mix

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

**62.** As part of the development of the Plan, a detailed examination of the available housing characteristics data from the 2011 Census, NEDDC, Rykneld Homes (who manage NEDDC's housing stock), consultation findings and other sources has been undertaken. This report<sup>22</sup> can be found at <http://www.dronfield.gov.uk/neighbourhood-plan.html>.

**63.** This provides strong evidence that the need for smaller dwellings (one or two

bedrooms) will grow significantly over the Plan period. Some of this need will be created by first-time buyers trying to get onto the property ladder, but perhaps more significantly by the growth in the number of households of retirement age. It also shows that there is a relative under provision of such housing.

At 26%, the proportion of the housing stock in the town (at the time of the 2011 Census) which had one or two bedrooms was well below the district (35%) and the national (40%) averages. It provides evidence that there is a growing need for specialist housing, for example, suitable for elderly people.

**64.** This means that housing developments will have to change to provide

more smaller dwellings as well as well-designed specialist housing. The provision of the smaller types of dwellings may also help to address the relatively high number of properties that are under-occupied because of the household reducing in size - for example, elderly households continuing to occupy large family housing.

This may allow older people in the town to downsize thus freeing up larger properties for new families and young people.

**65.** The Plan is not seeking the construction of exclusively one or two bedroomed and specialist housing (e.g. for disabled people) over the Plan period. It does, however, require the prioritisation in the supply and support of these types and size of dwellings in the housing mix to create a more balanced demographic over time.



**66.** Taking into account the feedback from the community consultation and the need identified, this Plan supports an appropriate amount of sustainable housing which has demonstrable need and deliverability, and which is of an appropriate mix, type and density.

### ■ **POLICY HOU2: HOUSING MIX**

New housing development should provide for a mix of housing types, sizes and tenures to meet identified housing need in Dronfield 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 site characteristics, viability and market considerations. The provision of smaller dwellings (e.g. 2 bedrooms or less) and specialised housing suitable to meet the needs of young families, disabled, young people and older residents should be prioritised within housing developments to meet a town housing need.

### **Housing Affordability**

**67.** The Plan adopts the Government's definition of Affordable Housing as contained in the National Planning Policy Framework. This describes affordability housing as, "*social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices*<sup>37</sup>".

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

**69.** 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.

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

**71.** Further, there is also a 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. In addition, the Plan wishes to promote the creation of integrated and sustainable communities by having affordable housing units spread throughout the development rather than concentrated in one area.

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

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

applicants with a strong local connection to Dronfield town, i.e.:

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

### **Infrastructure needs of housing and other forms of development**

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

**73.** The town continues to be the location for development, much of it potentially large scale, and that the infrastructure, whether that be roads, schools, medical facilities, public transport provision or any of the range of needs new development can bring, are not being addressed, and maintained, in a timely, long-term or coordinated manner. It is imperative that development provide suitable infrastructure to cater for both immediate and further needs.

**74.** Much of the development that has taken place has been piecemeal and inadequate consideration has not been given to any infrastructure requirements arising and their future maintenance. This has resulted in poorer developments for everyone – developers, occupiers and the wider community.

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

**76.** All development should be assessed for the impact it has on the local community and area; and

all new development should provide suitable infrastructure to cater for both immediate and future needs, whether that be roads, schools, health or any other of the range of needs new development can bring. They must also give consideration to the maintenance implications of any proposals.

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

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

- a).** site access and the need for any additional road capacity, car parking and public transport provision;
- b).** new infrastructure to ensure the development is accessible by foot, cycle and people with mobility impairment and that connections are

- made to link with existing walking and cycling routes;
- c).** the need for any additional capacity in local services in particular health and schools;
- d).** any recreational open space provision required in the proposed development should be central to the development, fully integrated and suitably overlooked by adjacent properties;
- e).** where relevant, proposals should include measures for future maintenance of open spaces, hard and soft landscaping and other public areas and facilities;
- f).** the inclusion of appropriate and adequate lighting; and
- g).** suitable capacity in local infrastructure including power supply, sewerage and drainage.

### Developer Contributions

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

be used to secure infrastructure or funding from a developer. For example, a planning obligation might be used to secure a financial contribution towards improving existing recreational facilities or affordable housing. However, there are strict regulations governing the circumstances in which planning obligations can be sought and how it can be spent. A new system is also being introduced to be used alongside the use of planning obligations. This is known as the Community Infrastructure Levy (CIL) and is set at 25% in areas where there is a neighbourhood plan. At this time, NEDDC is still considering whether to introduce CIL with Section 106 agreements.

**78.** Through the preparation of the Plan, the Town Council, in conjunction with the community and other stakeholders, has identified a small number of priority areas they wish to secure funding for (either in whole or in part) 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

■ **POLICY HOU5: DEVELOPER CONTRIBUTIONS**

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 77. Developers are encouraged to engage with the Town Council prior to the preparation of any planning application to confirm these local priorities, ensuring that, where appropriate and viable, the facilities proposed to complement any development proposals reflect these priorities.



# THE PLAN TRANSPORT & ACCESS

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

The transport infrastructure of the town is therefore struggling to cope on a largely historic street pattern which is inadequate for modern needs. The Plan therefore aims to support a suitable transport network to serve all users as well as guarding against development which result in overburdening the existing network.

Transport issues were frequently referred to in the consultations with issues such as the high number of HGVs in the town; road and pedestrian safety and the lack of safe parking high on the agenda. The lack of a good public transport system was also cited as a major barrier to its greater use. The Plan's transport policies seek to ensure that any new development incorporates measures to accommodate traffic and provide sufficient safe and convenient car parking. Any additional infrastructure needs arising from new development must be addressed.

## TRANSPORT AND ACCESS

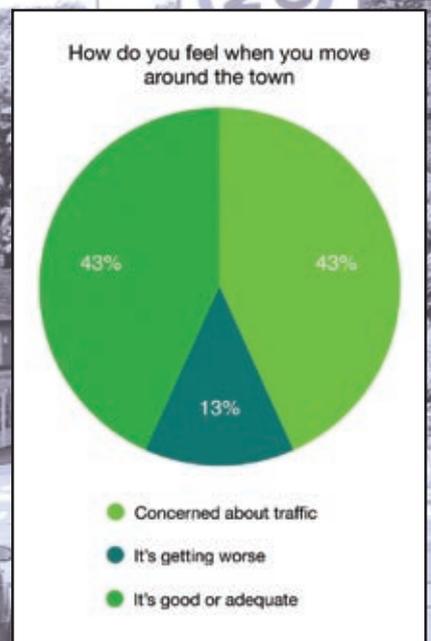
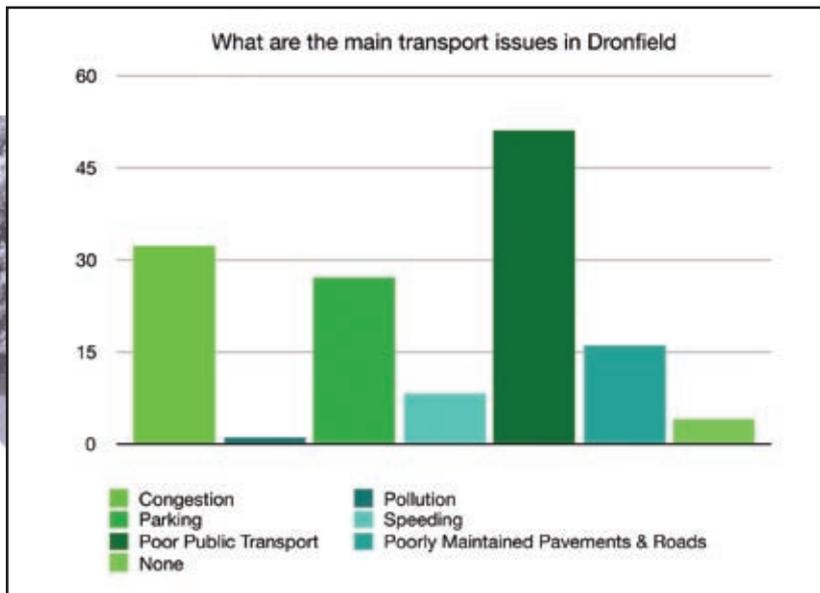
What our community says:

**There are problems with inconsiderate and inadequate parking**

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

**An increase in traffic due to new developments would be concerning**

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



# Themes and Policies

## ■ TRANSPORT AND ACCESS

### Background

79. 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 2035<sup>23</sup> produced by NEDDC in 2013.

80. The car provides the principal mode of transport for residents and visitors. According to the 2011 Census,<sup>7</sup> 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 2013<sup>10</sup> 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%.

81. 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

82. The town's popularity as a place to live and visit, coupled with its convenient location on the main highway network with good

### THE PLAN AIMS:

- **To promote sustainable transport network which serves all users as well as guarding against development which results in overburdening the existing network.**

**To increase road safety.**

- **To improve and manage car parking.**

- **To reduce vehicular movements especially by Heavy Good Vehicles.**

**Alleviate traffic congestion and implement transport measures that support sustainable improvements to the transport network.**

- **To promote good mobility around the town, through a cohesive, well maintained network of paths, community transport and safe roads.**

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.

83. While it is recognised that there has been some investment in the transport infrastructure, there is concern that this (while welcomed)

is insufficient to address and keep up with the town's transport needs and priorities. In addition, there is a strong wish that any new developments should ensure that any transport impacts are identified and addressed at the earliest opportunity. Consultation particularly identifies the following areas likely to be negatively impacted by further development:

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

In addition, speeding is an issue across the Town.

### ■ POLICY T&A 1: HIGHWAYS

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

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

## ■ T&A2: TRAFFIC MANAGEMENT

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

- Along High Street and Church Street;
- Junction of Callywhite Lane, Green Lane and Chesterfield Road;
- Junction of Stubley Lane and Stubley Hollow;
- Sheffield Road (Bowshaw);
- Hallows Lane;
- Snape Hill Lane;
- Chesterfield Road;
- Eckington Road;
- Speeding in the town;

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

## Sustainable Transport

**84.** The Transport Studies Report<sup>24</sup> 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 2013<sup>10</sup>). The town has limited public transport provision, including bus services and taxis.

**85.** 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

**86.** Cycle hubs will be especially encouraged in convenient locations to facilitate the use of more

sustainable transport methods.

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

## ■ POLICY T&A3: CYCLING AND WALKING

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

their design and layout or may be required to contribute to such improvements through a planning obligation. They should be able to demonstrate how they link to the existing cycle and pedestrian networks.

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



## Car Parking

**88.** 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.

**89.** Parking is a particular problem around Dronfield Railway Station.

The existing commuter parking attached to the station is under pressure and, as a result, there is considerable overspill commuting parking occurring in nearby residential area streets, such as Lea Road and Princess Road, causing unattractive street scenes and exacerbating safety issues. In September 2017, Northern Rail began charging for the use of the station car park. This led to an immediate and significant increase in the number of commuters avoiding charges by parking on local streets and/or in the town's free car parks.

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

pedestrians and restricts parking for those using local shops and services (such as dentists etc.).

**91.** 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.

**92.** 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, including as an 'Important Community Facility'.

### ■ **POLICY T&A4: CAR PARKING**

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.

In particular, they must consider the following criteria when determining if the proposed parking provision is sufficient:

- Existing provision;
- Accessibility;
- Type of development; and
- Availability of public transport.

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

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



# THE PLAN ECONOMY

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

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

## ECONOMY

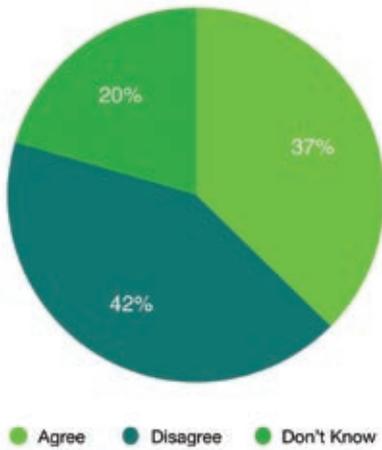
What our community says:

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

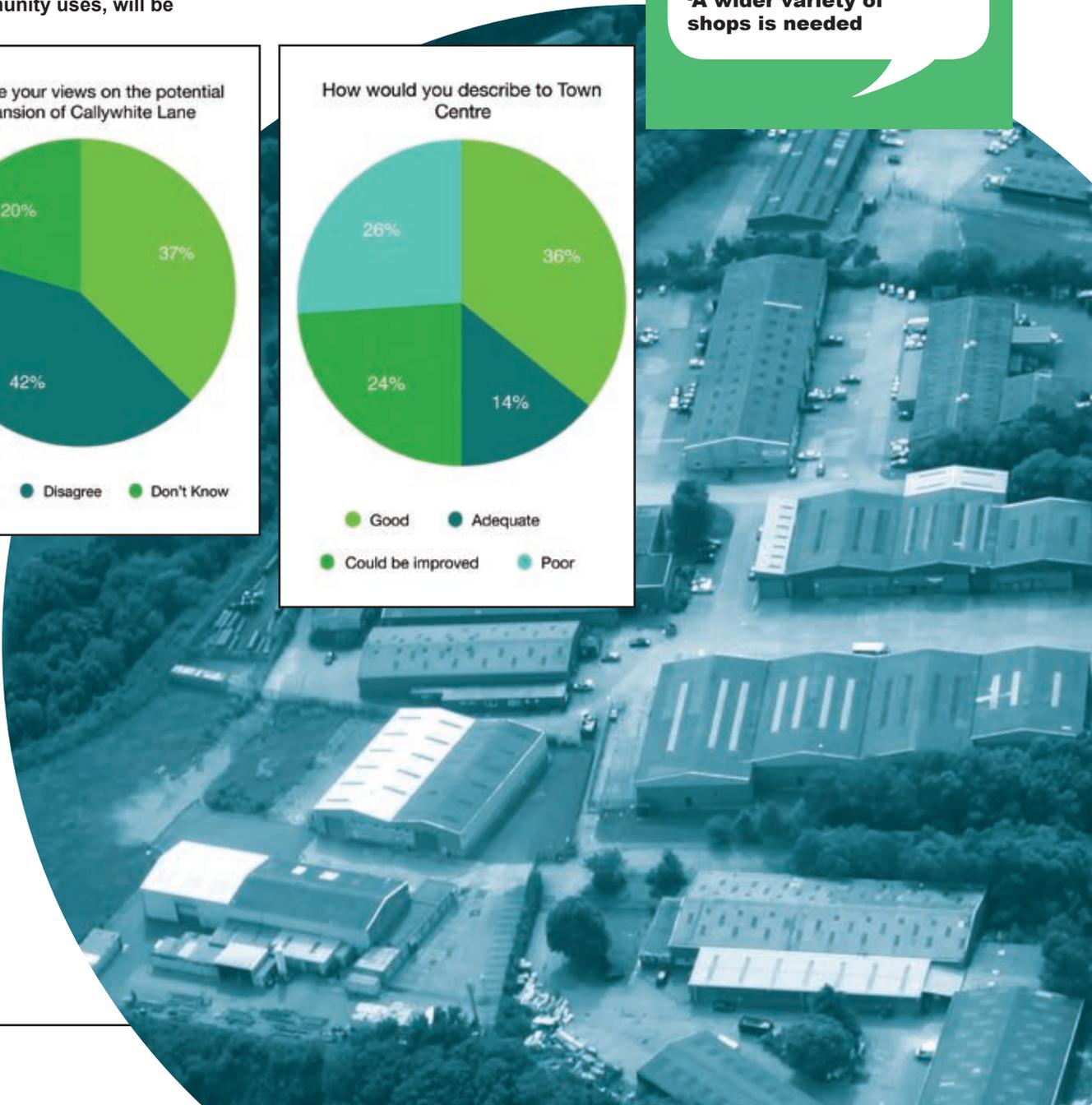
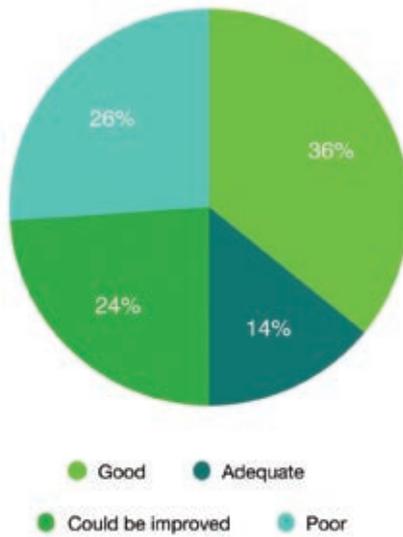
**The shopping centres are important but need enhancement**

**'A wider variety of shops is needed**

What are your views on the potential expansion of Callywhite Lane



How would you describe to Town Centre



# Themes and Policies

## ECONOMY

**93.** 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.

**94.** The town comprises a town centre and a number of smaller hubs serving the local community as well as two superstores. Within each of the shopping hubs, there exists a variety of chain and independent shops and service provision. NEDDC's commissioned Retail Capacity Study 2008<sup>26</sup> confirms that the town has a lower proportion of comparison retailers as well as a smaller proportion of convenience retail units than the national average. The report states that, at the time, there was a reasonable range of retail services for a centre of its size, with a hairdresser and travel agents, a good range of banks and other financial services as well as numerous restaurants and takeaways. Also, that it was performing below its potential in the retail hierarchy, with a unit vacancy level of 15.8% which is notably higher than the national average (10.5%).

### Town Centre

**95.** Dronfield town centre (see **Map 4**) 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 PLAN AIMS:

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

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.

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

**97.** NEDDC's Dronfield Town Centre Health Check 2013<sup>25</sup> showed that residents like facilities such as the Civic Hall and the leisure centre, but are concerned about empty shops and have mixed opinions about the adequacy of parking.

**98.** During the Plan consultation, respondents were asked how they would describe the town centre. There were mixed views with a roughly 50/50 split between respondents who were positive and those that considered it could be

improved. Some respondents felt the town centre to be dull and in need of a better selection of shops and general improvement. Many respondents also commented that there were too many charity shops. The lack of a post office in the town centre was also noted; also, comments were received that the market was "shrinking", and that the quality of shop provision was reducing.

**99.** In the 2005 Local Plan<sup>2</sup> a town centre boundary was defined for Dronfield town centre. The draft Local Plan<sup>5</sup> 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, NEDDC adopted a Regeneration Framework for Dronfield, Dronfield 2035.<sup>23</sup> 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

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

**101.** 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.

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

The Plan will support development proposals that maintain and enhance Dronfield town centre's role in providing services to the town and the wider area. To help ensure this within the defined Dronfield town centre, **see map 4** development proposals for the following uses will be supported.

- a).** Shops (Use classes A1, A2, A3); and
- b).** Development proposals for other uses appropriate to a town centre (defined as places to eat and drink (Use Class A4) and

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

- a).** The residential use of the upper floors of properties within the town centre will be supported subject to transport, environmental, parking and amenity considerations; and
- b).** They should maintain, and where possible, enhance its visual and physical attractiveness.

### **Shop frontages in the town centre**

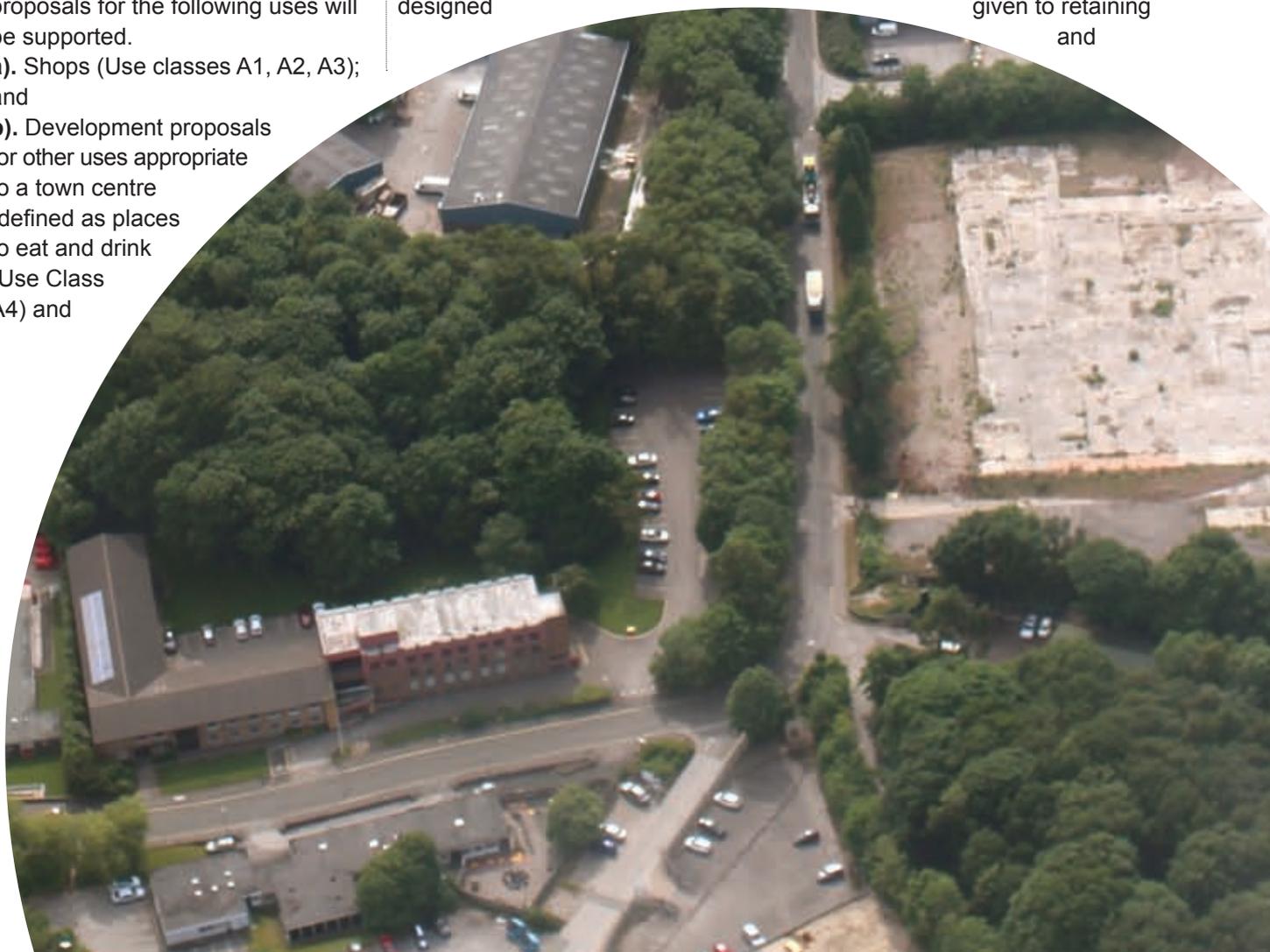
**102.** Studies and the consultation specifically highlighted the role well-designed

shop fronts can make to improving the appearance of the town centre and the town more generally. They also support a healthy local economy by improving the visual appeal of the area. Shop frontages that are poorly designed and/or badly maintained detract from this visual appeal.

**103.** They make a significant contribution to the quality of the public realm and the town's distinct identity and character.

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

**105.** Where any proposal would require a new shopfront, these will be encouraged to be of good design and enhance the character of the area. Particular attention should be given to retaining and



reinstating traditional shop frontages; security grilles, lighting; and retention of any heritage features such as nameplates, decorative stonework etc.

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

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

- a). being visually attractive from all angles;
- b). enhancing streets and spaces through quality design and architecture;
- c). promoting visual links between the interior of the shop and the street;
- d). being suitable in terms of crime prevention, community safety and security; and
- e). any lighting should be subtle and appropriate.

### Litter in the town centre

**106.** Litter in the town centre was highlighted as a major and growing concern. It is a source of considerable annoyance and concern for many residents. It is unsightly and can attract pests and vermin.

**107.** Although the management of litter will, to a large extent, depend on the actions such as enforcement and awareness, beyond the scope of a neighbourhood plan, it can still make an important contribution here.

**108.** The current provision of bins in the town centre is inadequate. There is a general lack of provision. While the Town Council and others have been active in providing more, requests for new litter bins outstrip supply. Further, much of the provision is in poor condition. There is a serious risk without further action the situation will get worse. Action is required.

**109.** As a consequence, the Plan seeks the provision of new bins in all new shopping related, office, leisure and other defined developments in the town centre to reflect that this type of development is associated with, and the focus for, litter.

### ■ **POLICY E3: PROVISION OF LITTER BINS IN NEW SHOPPING DEVELOPMENTS IN THE TOWN CENTRE**

Development proposals for new shops (Use Classes A1 to A5), non-residential institutions (Use Class D1) and Assemble and Leisure (Use Class D2) in the town centre 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.

### Shopping Hubs

**110.** Outside the town centre, the town has a network of smaller shopping hubs supplying the local community with fast food outlets, small convenience stores and some service provision such as vets, dentists and hairdressers. These provided a much need service close to where people. These shops can be found scattered across the town and include several shopping hubs. These hubs comprise:

#### **Chesterfield Road**

**111.** With a run of service provision and a small retail offer, Chesterfield Road is the main thoroughfare from Sheffield through the town and out to Chesterfield and lies within the town's conservation area. This area is identified by the Dronfield 2035<sup>23</sup> 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**

**112.** 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**

**113.** 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**

**114.** 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.

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

### ■ **POLICY E4: SHOPPING HUBS AND OTHER LOCAL SHOPS OUTSIDE DRONFIELD TOWN CENTRE**

Development proposals that would result in the loss of a shopping use outside the defined Dronfield

town centre will not be supported unless it can be demonstrated 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, parking and amenity considerations.

## Hot Food Takeaways

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

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

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

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

**120.** They are also linked to the growing levels of obesity in the town and more widely. This is one of the greatest health challenges facing the Country. There is a

clear link between increased body fat (obesity) and risk of medical conditions, including Type 2 diabetes, cancer, heart and liver disease.

### ■ POLICY E5: HOT FOOD TAKEAWAYS

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

- a). 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, where appropriate;
- b). it would not adversely affect the shopping element within the immediate area of the site;
- c). would not result in more than two A5 units being located adjacent to each other; and
- d). will not negatively impact upon the amenity of surrounding businesses or residents.

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

## Business and Employment

**121.** 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.

**122.** 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 NEDDC with regard to Gunstones, for example.

**123.** 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 Plan<sup>5</sup> 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.

**124.** NEDDC's Local Plan<sup>5</sup> 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. NPPF<sup>1</sup> places no protection on employment land being reserved for that purpose if no longer required. This Plan supports the NPPF<sup>1</sup> 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.

#### ■ **POLICY E1: EXISTING EMPLOYMENT USES**

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

#### ■ **POLICY E2: NEW SMALL-SCALE EMPLOYMENT USES**

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



# THE PLAN

# HERITAGE

# AND DESIGN

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

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

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

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

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

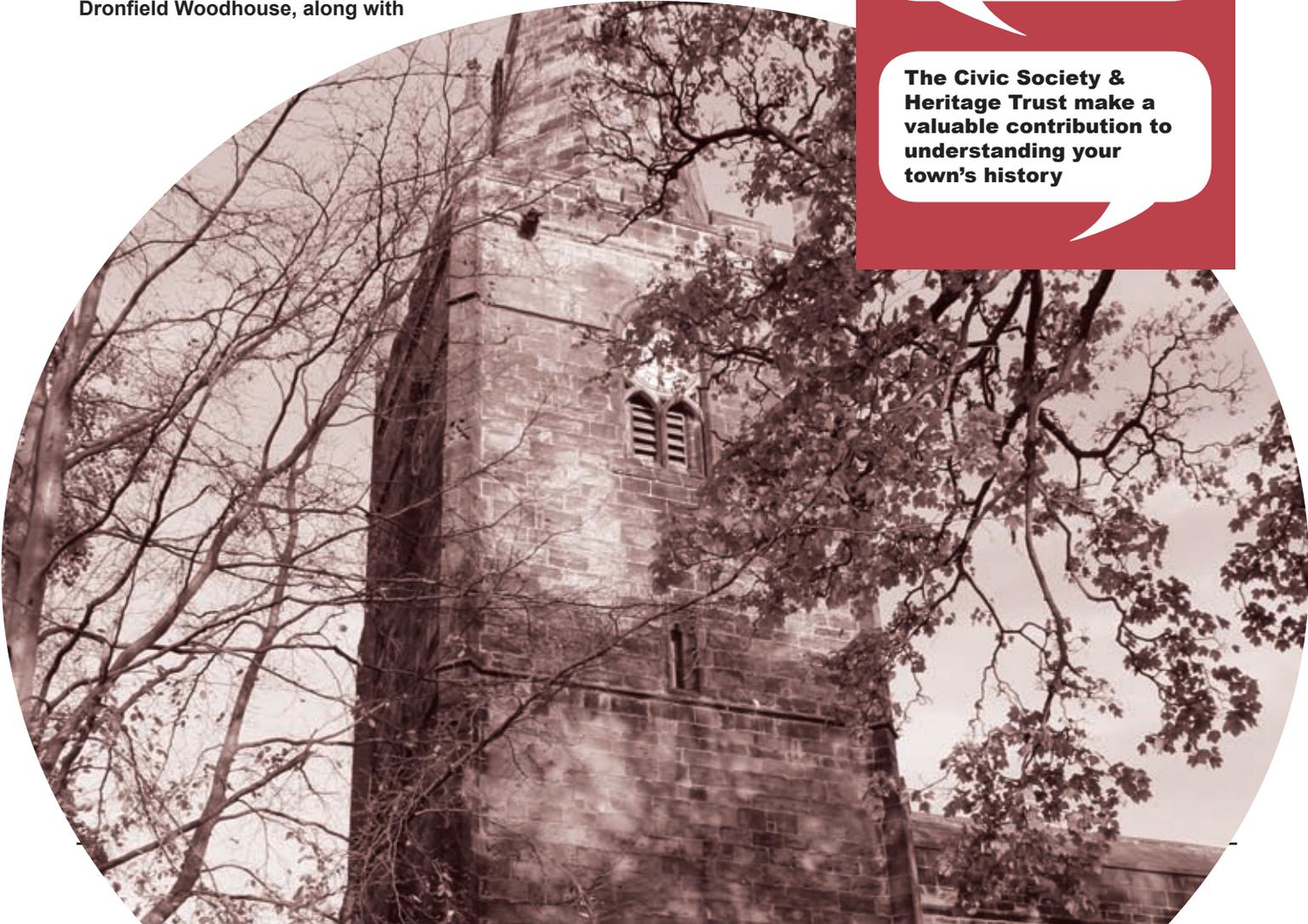
## HERITAGE

### What our community says:

**The heritage of our town is very important**

**Our heritage creates a strong sense of place and belonging**

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



# Themes and Policies

## HERITAGE AND DESIGN

### Background: What is a Heritage Asset?

**125.** 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 2012<sup>1</sup>). “These assets may include buildings and structures, landscapes/ landscape features, areas of archaeological interest and historic settlements.”

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

**127.** 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

### THE PLAN AIMS:

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

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.

**128.** 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.

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

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

### Historic Buildings

**130.** 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.

**131.** 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.

**132.** 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.

**133.** 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.

**134.** 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.

**135.** 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.

**136.** The full schedule of listed buildings can be found in **Appendix 5**.



#### ■ **POLICY D1: LISTED BUILDINGS**

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

#### **Dronfield Character Buildings and Structures of Local Heritage Interest**

**137.** As well as designated heritage assets, such as the listed buildings identified in Appendix 5, the town has many other buildings and structures that contribute to the rich and distinctive built environment. The Plan has taken the opportunity, using published guidance from Historic England,

to identify a schedule of buildings and features which, although not formally listed, are regarded as important in the local context and should be conserved and enhanced. The importance or significance of any asset will relate to its historical, architectural, archaeological or artistic/aesthetic merit. A number of the locally identified heritage assets are within the conservation areas. While this provides them with some statutory protection, the Plan lists all important heritage assets within and outside the conservation areas to underline their significance, especially in the light of current levels of weak enforcement in the existing conservation areas.

\* **Appendix 6** can be viewed online at [www.dronfield.gov.uk/neighbourhood-plan](http://www.dronfield.gov.uk/neighbourhood-plan)

**138.** The Dronfield list of Character Buildings and Structures of Local Heritage Interest 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 7**<sup>30-36</sup>) and field work by local volunteers. Assets on the list are required to meet certain criteria in terms of their significance, listed in **Appendix 6**\*.

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

The Plan identifies the heritage assets in **Appendix 7** as Dronfield Character Buildings and Structures of Local Heritage Interest.

Development proposals relating to these assets will be required to take into

account the character, context and setting of the building or structure including important views towards or from the asset. Development will be required to be designed appropriately taking account of local styles, materials and details. The loss of, or substantial harm, to a Dronfield Character Building and Structure of Local Heritage Interest will not be supported, unless exceptional circumstances can be demonstrated.

### **Conservation Areas**

**139.** A conservation area is an area of special architectural and historic interest, the character or appearance of which it is desirable to preserve or enhance. The 1967 Civic Amenities Act empowered local authorities to designate areas which they thought of special interest and character and worthy of protection. Dronfield has three conservation areas: Dronfield Town Centre and Dronfield Bottom first designated in 1971 and extended in 1980 and 1991; Coal Aston designated in 1983 and Dronfield Woodhouse designated in 1990 (see also map 8). All were subject to Character Statements by NEDDC: Dronfield in May 2000;<sup>27</sup> Dronfield Woodhouse in November 2002<sup>28</sup> and Coal Aston in November 2003.<sup>29</sup> 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.

**140.** 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 2035<sup>23</sup> 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.

**141** 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 NEDDC undertake a review of the conservation areas and seek the views and co-operation of owners, residents, businesses, amenity groups and other organisations in conducting such a review.

## Design

**142.** In consultation many people valued the built environment and expressed concern that it is protected from insensitively located or designed development.



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

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

**145.** In addition, the Plan encourages the use of materials and design that promotes sustainable development that is in keeping with the character of the area. It is crucial for its future success that Dronfield town embraces the need for sustainability and that it

becomes a prime consideration in design proposals, for its economic value to residents as well as environmental benefits.

**146.** To ensure this new development will be assessed against the criteria in D3. This is in line with national planning policy which promotes good quality design. Policy D3 also provides further detail to accompany emerging planning policy to promote design housing quality in the emerging Local Plan.

### ■ POLICY D3: GOOD DESIGN

All development proposals must be able to demonstrate good quality design. They will not be supported unless, where appropriate, the town's following good design principles are satisfied, these are:

**a).** it should reflect and reinforce the distinctive natural and built

character and historic context environment in which it is situated, including any historic assets, routes and patterns of development. Contemporary and innovative materials and design will be supported where they have due regard to the context into which they are introduced;

**b).** materials should be chosen to complement the design of the development and add to the quality or character of the surrounding environment, wherever possible and appropriate, traditional building styles and materials including local sandstones and gritstones and Derbyshire Stone Slate on roofs with irregular forms should be retained and used;

**c).** good use should be made of site characteristics and surroundings, including: layout and use; and form

of space within the site; siting; scale; height; proportions and massing; orientation; architectural detailing; landscape, existing plants, trees and other features and materials;

**d).** established building arrangements and forms such as front gardens should be respected;

**e).** it should provide safe environments that “design out crime”, and generally meeting the requirements of “secure by design”;

**f).** suitable external amenity space should be incorporated (in terms of size and no negative impact on the public realm) for waste and recycling bins and containers and bicycle parking to ensure a well maintained landscape;

**g).** it incorporates sustainable design and construction techniques to meet high standards for energy and water efficiency, including the use of

renewable and low carbon energy technology, as appropriate;

**h).** it should minimise the impact on general amenity and give careful consideration to noise, odour, light and loss of light to existing properties;

**i).** appropriate and adequate external lighting should be included. Light pollution should be minimised wherever possible;

**j).** where on the edge of settlements should improve access to the countryside, enhance the local landscape and protect important views in to and out of the site; and

**k).** it takes full account of areas in Dronfield Town Centre and Dronfield Bottom, Coal Aston and Dronfield Woodhouse Conservation Areas or where their settings would be affected, the relevant Conservation Area Appraisal.



## APPENDICES

### 1. Community Consultation Summary of Responses

*Appendix 1 can be viewed  
online at:*

[www.dronfield.gov.uk/  
neighbourhood-plan](http://www.dronfield.gov.uk/neighbourhood-plan)

### 2. Specialist Consultees

Representatives from:

Rykneld Homes

Hallam Land Management

Dixon Dawson Architects

LSP Developments

CPRE

Derbyshire County Council

Transport Policy & Programmes

Derbyshire Council Council

Planning Department

Dronfield 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, Eck-  
ington Road, Coal Aston,

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

- **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, Stuble Lane, Dronfield, Derbyshire

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

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

**Hallows 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, Hallows Lane, Dronfield, Derbyshire

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

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

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

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

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

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

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

**The DCC Library,** Grade II, Dronfield

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

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

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

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

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

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

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

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

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

**Two Pairs of Gatepiers to the East of Premises Occupied by the Slinn Computer Group,** Grade II, 24 Church Street, Dronfield, Derbyshire

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

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

## 6. Dronfield Character Buildings and structures of Local Heritage Interest Identification Criteria

Appendix 6 can be viewed online at:  
[www.dronfield.gov.uk/neighbourhood-plan](http://www.dronfield.gov.uk/neighbourhood-plan).



**7. Proposed Donfield Character Buildings and Structures of Local Heritage Interest**

Name/Type of Asset	Location	Brief Description
Houses	29-31 High Street	Described as important buildings in the Dronfield Conservation Area Character Statement (No.28). Stone-built C20 houses are an attractive feature of the street scene.
Baptist Chapel 1873	Stubley Lane	Inscribed 'Baptist' and '1873' on façade. Unlike the Peel Centre ( former Free Methodist Church) the Baptist Chapel is not listed.
Victorian Stables	Rear of the Library	Former stables of the Manor House in the ownership of NEDDC and latterly used for storage. Contain stable stalls and attractive tiling. Currently has planning permission for conversion to housing.
Victorian House – now offices of CFI	Corner of High Street and Gosforth Lane	Two storey stone house. Front gable with stone pediment over first floor window. Impressive arched gateway. All formerly within the curtilage of the manor house.
Street furniture. Cast iron manhole covers	Within the grounds of The Cottage, High Street	Manhole covers inscribed with the name 'Margerrison, Dronfield'. There are several such covers within the grounds of the Cottage. Margerrisons were Dronfield builders working from the late nineteenth century to around the 1950s. Their original yard was on the site of the Forge and they later moved to Green lane.
Street furniture – original cast iron street signs	Victoria Street on wall of the Victoria pub. Stubley Lane on the Stubley Lane side of the Victoria pub. West Street, high of the wall of the first house.	
C18 Century House	Nos 3 and 4 Chapel Yard ( High Street)	Former Friends meeting house later used as a Methodist chapel, hence Chapel Yard. (No. 37 in Character Statement list of important buildings)
Street Furniture.  Victorian cast iron Street Name	Stoops Yard, High Street	Stoops Yard name plate mounted on the wall of the Blue Stoops at the entrance of this former yard occupied until the mid-20C by up to 8 cottages. Such yards were a feature of High Street from the mid 19C and at their peak housed several hundred people.
Town Hall, 1862/3	High Street	No .39 in Character Statement. Built for the Local Board of Health following its formation in 1862

**Proposed Donfield Character Buildings and Structures of Local Heritage Interest**

Name/Type of Asset	Location	Brief Description
Taylor's Building 1877	High Street/Church Street	No. 40 in the Character Statement. These two buildings along with the former Shentall's shop below the Taylor building are a prominent feature of this part of the town and continue on their upper floors to provide accommodation for entertainment activities. They are both significant in marking Dronfield's emergence as a town in the late C19.
Shop	Fishers, High Street	This has been a butcher's shop since the early C18 and at least from 1878 has been in the hands of the Fisher family. Timbers reputedly date to the early C 18.
Street furniture. Victorian cast iron street names.	Soaper Lane .Wall –mounted top of the Lane.	An important reminder of the soap-making industry located on the Drone.
Wall and window of former barn.	At the rear of Coffee Central, High Street.	Perhaps a remaining wall the former tithe barn now the site of the Church Hall.
Ornamental Ironwork	Above steps to Parish Church, Church Street	Attractive wrought iron arch perhaps locally made.
Dr. Fletcher grave,	Dronfield Parish Church, North Side of grave yard	Recently restored by the Civic Society. Dr. Fletcher was a generous benefactor to the town including gifts of the Manor House (Library) and the Grange. He also donated the land for Dronfield's first council houses, Fletcher Avenue.
The Forge	Church Street and Lea Road	Former foundry of W.H. Butler and sons who incorporated former cottages on Lea Road and a former shop on the corner of Church Street and Lea Road into their premises. Conversion to shops in 1998 revealed a timber box-framed building dating from 1526/7 adjacent to the Church Yard. Listed as important buildings, 51, 52 and 53 in the Character Statement.
Chapel	The Oaks Christian Centre, Lea Road	Opened in 1861 replacing an earlier chapel of 1812 this was Dronfield's Independent Chapel. It contains some original interior features
Bank	24 Lea Road	Currently the RBS bank. The building has an almost identical doorway as the Manse. Opened as Dronfield's first bank in 1873

**Proposed Donfield Character Buildings and Structures of Local Heritage Interest**

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

**Proposed Donfield Character Buildings and Structures of Local Heritage Interest**

<b>Name/Type of Asset</b>	<b>Location</b>	<b>Brief Description</b>
Victorian building	Princess Buildings, 49-55 Chesterfield Road 1873	Named after Princess Alexandra and marked a stage in the expansion of the Victorian town following the coming of the railway in 1870 and housed drapers, printers and high class grocers in Dronfield's first purpose-built shops with some
Former Public House	Simply Chinese, former Rock Tavern, Chesterfield Road.	c. 1677 with later additions. Altered when converted to Chinese restaurant.
Stone Arch	In Lucas Gardens, Sheffield Road	Lucas arch, all that remains of the former Lucas malleable iron foundry established in 1790 and closed in 1971. Arch inscribed with brief history of the site.
St, John's Ambulance Brigade	Former Local Board Office and stores Chesterfield Road.	Note key stone date over the arch, 1873, initials H.S. refer to Henry Silcock who was a local sickle maker. Old fire palces in the yard behind contain gravestone of Martha, wife of Henry Silcock, 1848.
Steps and cast iron rail	Leading from Sheffield Road to Holborn Avenue	Historic footway. Iron handrails and posts probably manufactured locally. ( see reference in 'Derbyshire Detail and Character', Joyce, Michell and Williams,1996)
Foundry Crucibles	Wall adjacent to Steps leading from Sheffield Road to Holborn Avenue. Crucibles used in	foundries were often disposed of by using them as walling material. These probably came from one of the Lucas factories across the road.
Former Dronfield Woodhouse Board School, now a nursing home.	Main Road, Dronfield Woodhouse	Neo-Gothic. Architects Flockton and Abbot.
Dronfield Freehold Land Society Estates 1876 -	Hartington, Cecil, Egerton, Alexander and Fanshawe Roads. Scarsdale Road	The Dronfield Freehold Land Society was formed around 1872 with the aim of developing 140 plots in the Hartington Road area and more on Scarsdale Road and Hallows Lane. Freehold Land Societies were developed to enable working people to gain the vote attached to property rights.
K6 Telephone Boxes	Two restored by Dronfield Civic Society. One at the junction of Stone Road and Eckington Road Coal Aston and the other at Junction of Oakhill Road and Falcon Road Dronfield. One unrestored on Holmesdale Road by the shops.	The K6 was designed by Sir Giles Gilbert Scott to commemorate the Silver Jubilee of the coronation of King George V in 1935. Some 60,000 examples were installed across Britain, which is why the K6 has come to represent the red Telephone Box. Over 11,000 K6s remain and they are the most visible examples of the eight kiosk types.

**Proposed Donfield Character Buildings and Structures of Local Heritage Interest**

<b>Name/Type of Asset</b>	<b>Location</b>	<b>Brief Description</b>
Mill Lane Nature area and site of Damstead Works.	Mill Lane	Recently restored nature area and important industrial history site. Damstead works was one of six water powered sites on the Drone in Dronfield. First recorded as Damstead in 1633 the nineteenth century works belonged to George Ward and Co. manufacturers of spindles and flyers. The concrete and stone housing for the beam engine is still in place. The works featured in the Sheffield outrages when gunpowder was dropped down the chimney in January 1856 resulting in an explosion.
Bull Close Colliery site and coke Ovens	Bull Close Farm, Hill Top, Dronfield	The only surviving C19 coke ovens in Dronfield ( on private land)
Frith Wood	Callywhite Lane	Ancient Woodland
Milestone.	Rodmoor Road	Gleadless to Calver Turnpike
Former Mason's Arms – now The Three Tuns (closed January 2018)	Cemetery Road	Stone's brewery public house in mock-Tudor style dating from the post-war period. (See similar styles of Stones public houses at the former Blackamoor Inn on Snowden Lane and the Hearts of Oak on Northern Common ( now demolished)
Example of Victorian Housing in Dronfield	Hope Terrace, Lea Road. Also colloquially known as Curtain Row	
Cliff Park	Callywhite Lane	Donated to the Town by J.G. Graves in 1934

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

## **8. Proposed Local Green Spaces of particular importance**

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

29. Mill Lane Environmental Corridor, Dronfield
  30. Lea Brook Valley Green Corridor, Dronfield, Derbyshire
  31. Open space behind Coal Aston Village Hall, Coal Aston Playing Fields
  32. Small garden at bottom of Green Lane
  33. Green area behind co-op and civic centre car park and Moonpenny
  34. Well Dressing Site at Coal Aston
  35. Railway Station Gardens
  36. The Green, Quoit Green
  37. Land to rear of 33-47 Gosforth Drive.
  38. 'The Alma site'
  39. 'The Ridding' north east of Frithwood and Meadowland (Derbyshire Wildlife Trust)
  40. Greenacre at end of Buckingham Close, off Wentworth Road Dronfield Woodhouse
  41. Greenacre at end of Belton Close, Dronfield Woodhouse
  42. The woods and path along the bridle path from Hill Top to the foot bridge at side of golf course
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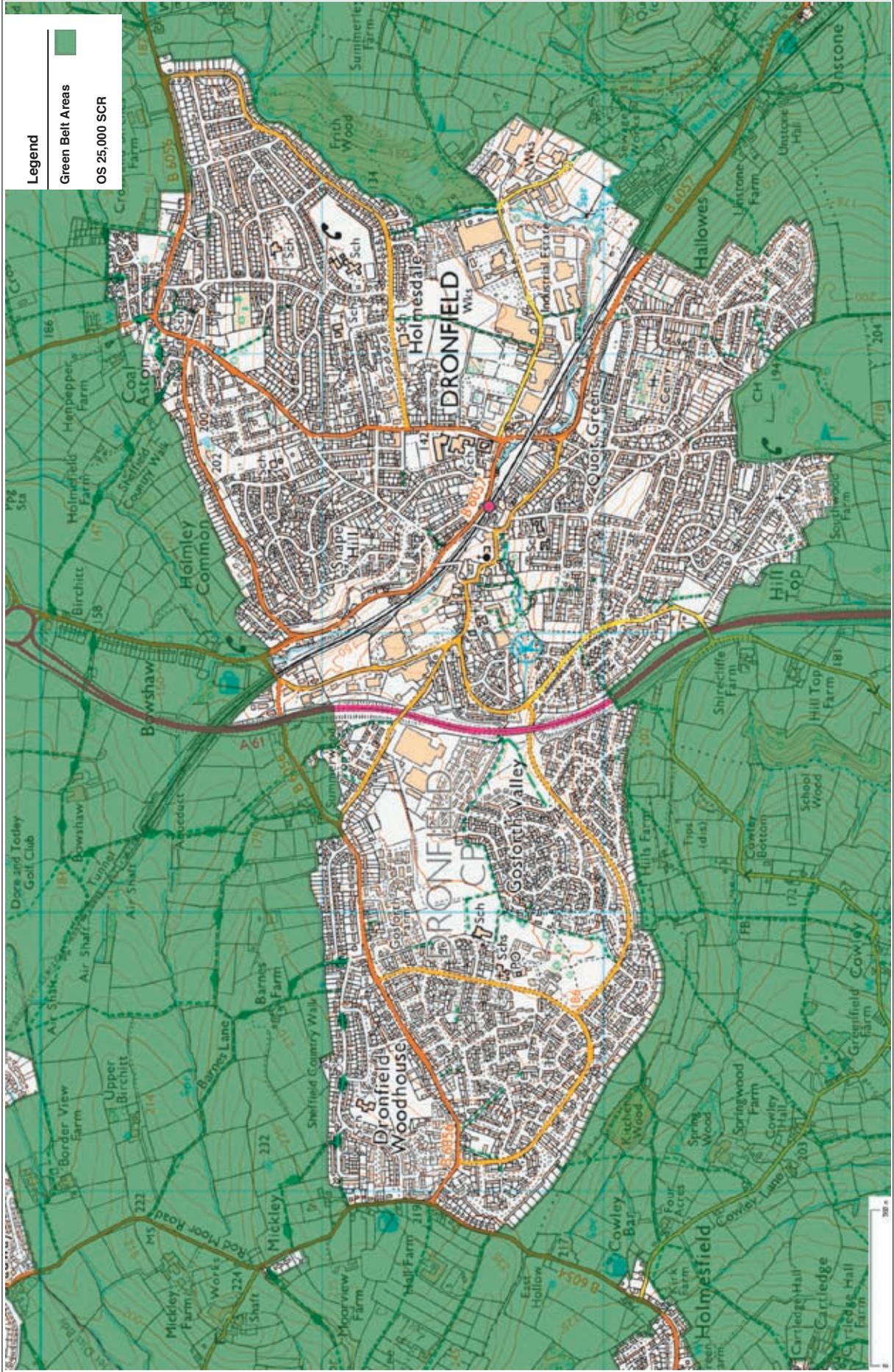
## 9. Evidence Base

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
37. Dronfield Housing Need and Characteristics Report, *Andrew Towler Associates*, 2018.

## GLOSSARY

The following abbreviations have been used within this neighbourhood plan:

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

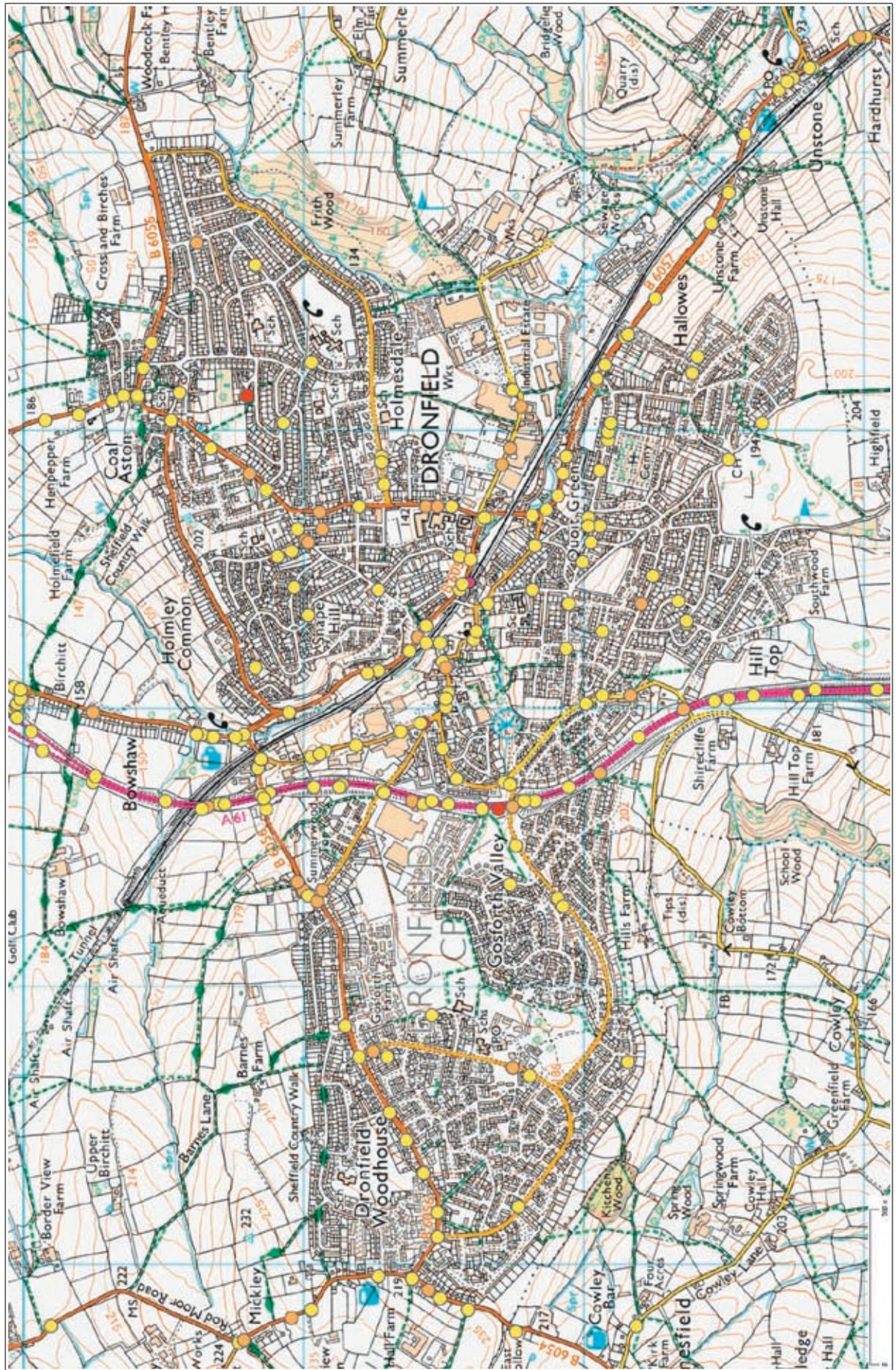


**Legend**

- Green Belt Areas
- OS 25,000 SCR

Traffic Accident Data

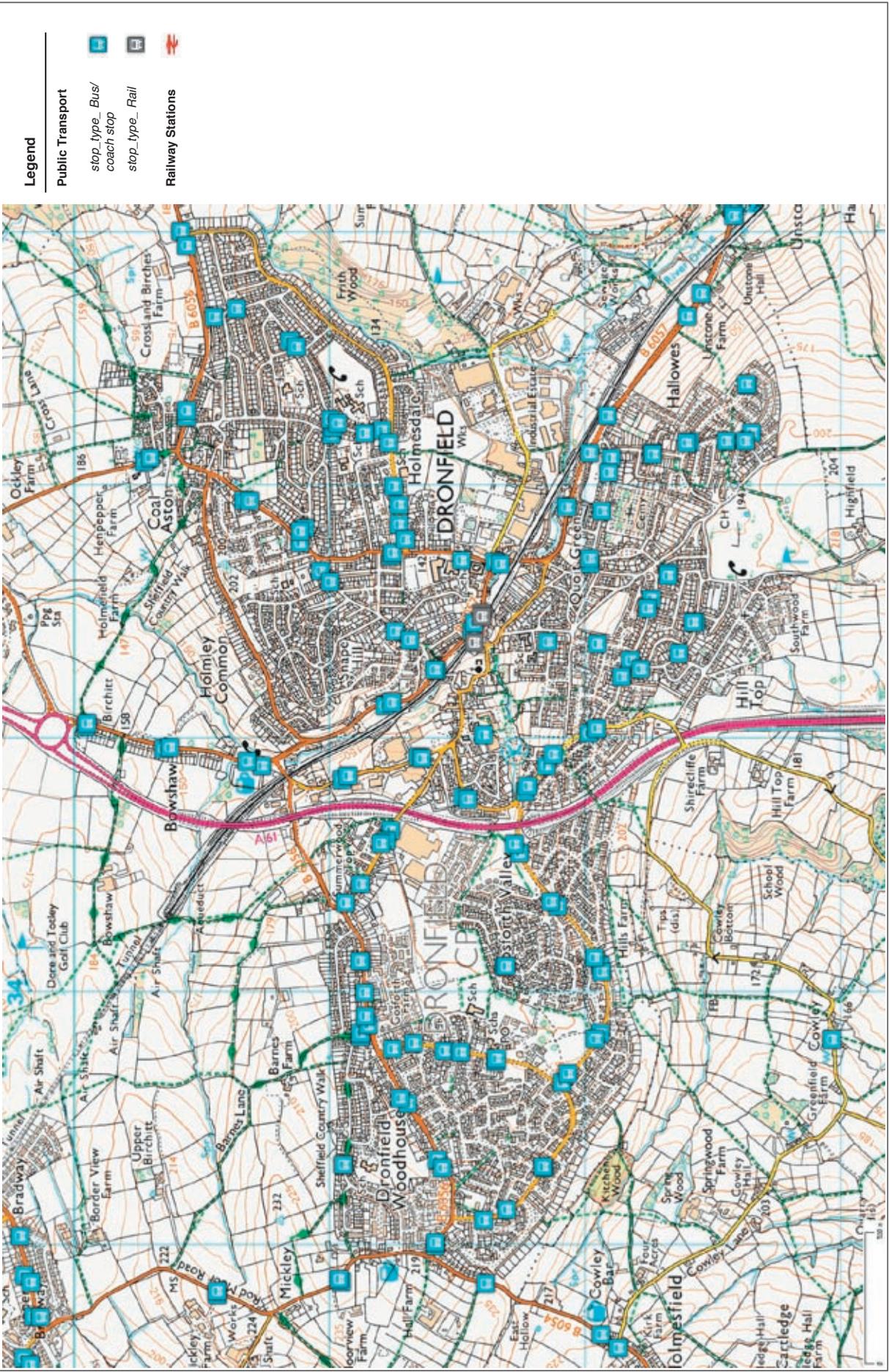
Dronfield CP

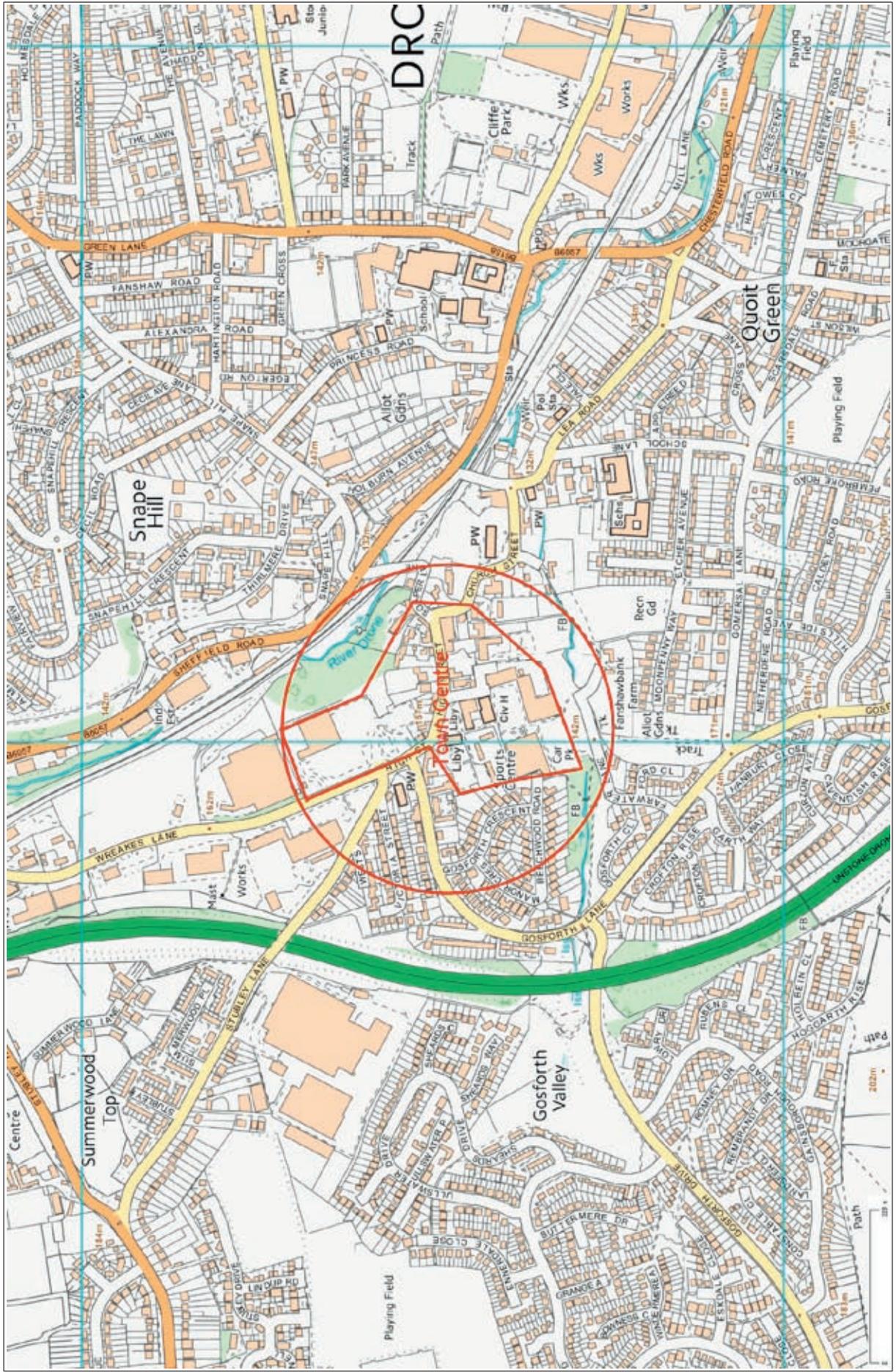


Public Transport



Dronfield CP





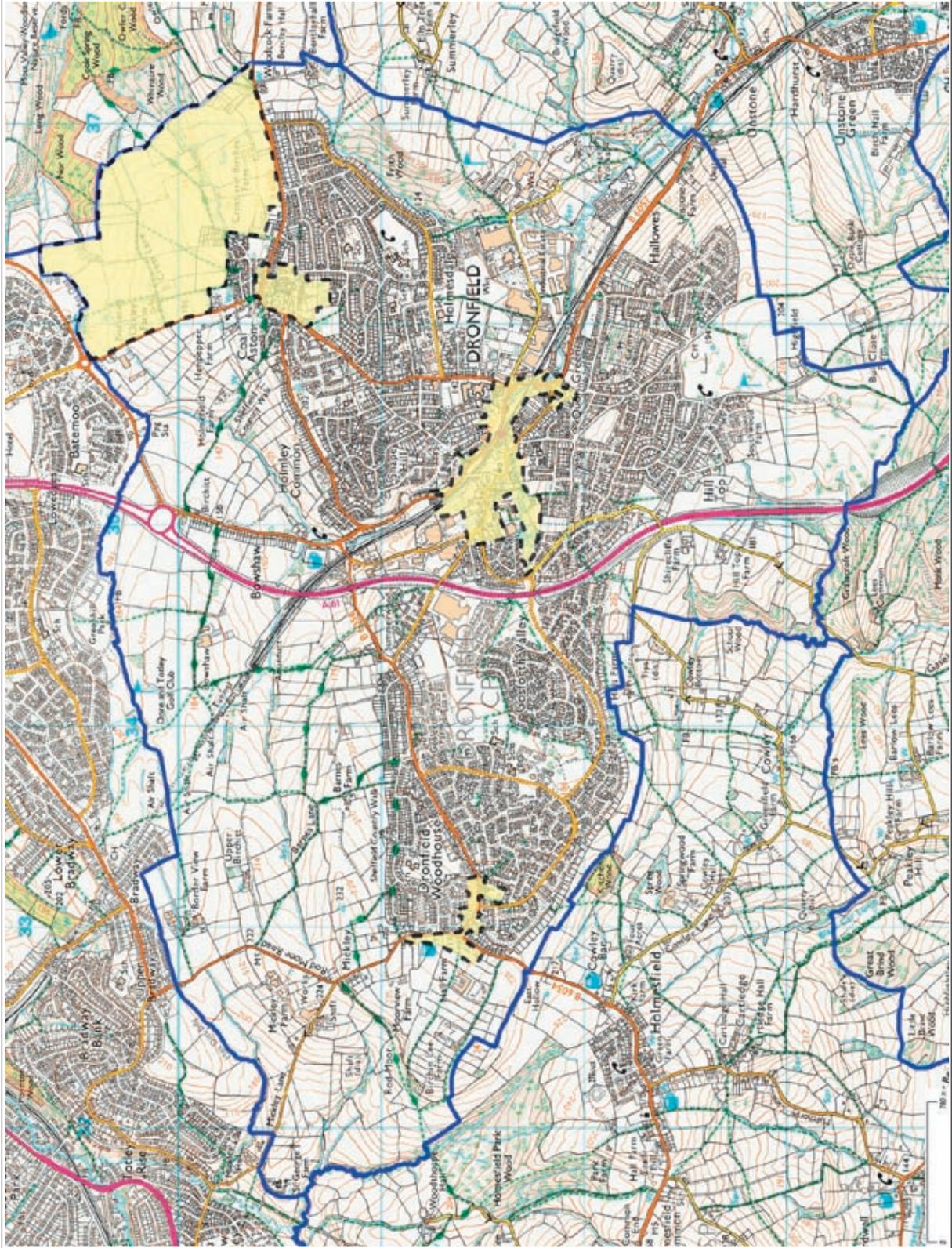
Conservation Areas

Dronfield CP

Legend

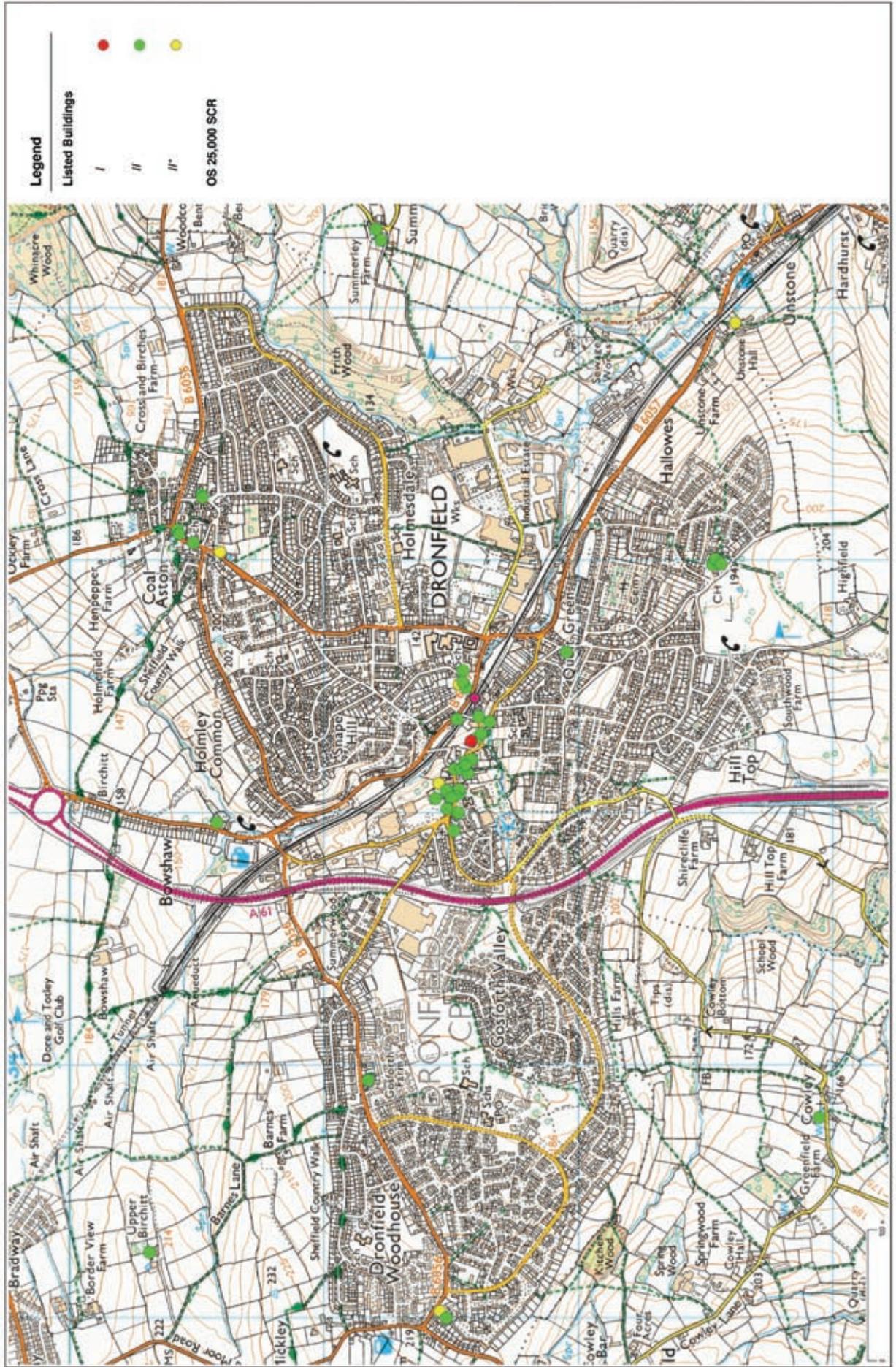
- Conservation Areas
- Parishes

OS 25,000 SCR



Listed Buildings

Dronfield CP



Local Green Spaces

Dronfield CP

Legend

- Local Green Spaces
- Parishes
- OS 25,000 SCR

