

Derbyshire Dales Local Plan 2026-2042

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1. Introduction

What is the Derbyshire Dales Local Plan?

- 1.1 The Derbyshire Dales Local Plan sets out the overall vision, objectives, and policies for the future development of the parts of the Derbyshire Dales that lie outside the Peak District National Park. The Local Plan is the only higher level development plan document for the area and should be considered alongside made Neighbourhood Plans for Ashbourne, Brailsford, Doveridge, Darley Dale, Kirk Ireton and Wirksworth and any that may come forward during the plan period 2026-2042.
- 1.2 The Plan seeks to address needs, especially for housing and economic development, while ensuring that the very special qualities of the District's environment – both natural and built – are conserved and where possible enhanced.
- 1.3 The National Planning Policy Framework (NPPF) sets out the Government's planning policy for England. It makes it clear that the Government considers that local plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities.
- 1.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that decisions made by Local Planning Authorities on planning applications must be taken in accordance with the development plan unless material considerations indicate otherwise. As such all decisions that the Council makes on planning applications will have to be determined against the policies set out in the Derbyshire Dales Local Plan.
- 1.5 The Derbyshire Dales Local Plan includes a series of policies which are intended to address the strategic priorities for the area as well as provide guidance to the development management process in the day to day determination of planning applications.

Effective Cooperation and Evidence Base

- 1.6 The Derbyshire Dales Local Plan has been prepared by working closely with partner organisations, including the Peak District National Park Authority, local communities and agencies. In preparing the Local Plan consideration has also been given to the plans and strategies of neighbouring authorities, along with other plans which will ultimately form part of the Development Plan for the Derbyshire Dales, for instance the emerging Derby and Derbyshire Minerals Plan and Derby and Derbyshire Waste Plan.
- 1.7 Whilst the Duty to Co-operate was abolished towards the end of plan making, the District Council has engaged with those agencies and authorities it was required to under the legislation, and this Plan is a consequence of that process. Details of the discussions and meetings that have been held with relevant bodies under the Duty to Cooperate can be found within the Duty to Cooperate Statement which accompanies this Plan.
- 1.8 A wide range of studies have been commissioned over the past few years to provide the evidence base for the policies and proposals contained within this Local Plan:

- Renewable Energy Study (2022)
- Low Carbon Energy Opportunities and Heat Mapping for Local Planning Areas Across the East Midlands (2011)
- Derbyshire Dales Infrastructure Delivery Plan Review Report (2026)
- Derbyshire Dales Housing and Employment Needs Update (2023)
- Overall Housing Need for Derbyshire Dales Local Plan (February 2026)
- Derbyshire Dales Employment Land Needs Assessment Update 2025 (March 2026)
- Derbyshire Dales Retail Update Study (August 2025)
- Derby, Derbyshire, Peak District National Park Authority and East Staffordshire Gypsy and Traveller Accommodation Assessment (2023)
- Derbyshire Dales Landscape Sensitivity Study (2015)
- Sustainability Appraisal Scoping Report (June 2021)
- Settlement Hierarchy Assessment (2026)
- Derbyshire Dales Baseline Review and Local Plan Transport Strategy (2026)
- Strategic Housing and Employment Land Availability Assessment (2026)
- Strategic Flood Risk Assessment (2026)
- Derbyshire Dales Built Sports Facilities, Playing Pitch and Open Space Strategy (2026)

1.9 The following strategies and plans have also been taken into account in the preparation of this Local Plan:

- Derbyshire Dales Economic Plan 2019-2033 (updated March 2025)
- The Landscape Character of Derbyshire (2014)
- Derbyshire County Council Health and Wellbeing Strategy (2024)
- Strategic Statement Planning and Health across Derbyshire and Derby City (2016)
- Local Nature Recovery Scheme
- EMCCA Growth Plan (2025-2035)

1.10 The details of the above reports included within the evidence base can be found on the District Council's website.

1.11 The NPPF indicates that every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.

1.12 The Strategic Housing Requirements 2026-2040 has provided a substantive update to the evidence base in respect of the Objectively Assessed Housing and Economic Development housing needs of the area for the period up to 2042.

1.13 Furthermore, the District Council has also updated the Strategic Housing and Employment Land Availability Assessment to ensure that the Local Plan is based on up to date and comprehensive information about the potential availability, achievability and delivery of housing land.

Neighbourhood Plans

1.14 The Localism Act has empowered communities to shape the development and growth of their local area through Neighbourhood Planning, and essentially consists of three elements:

1. Neighbourhood Development Plans - Communities can write a plan which, if passed, becomes part of the statutory planning framework for the area.
2. Neighbourhood Development Orders - Communities can agree to approve a particular type of development without the need for planning permission.
3. Community Right to Build - Communities will be able to develop land subject to doing the work and passing examination and referendum (via a Neighbourhood Development Order).

1.15 The following parishes have Made Neighbourhood Plans which are used in conjunction with this Local Plan to assist in the determination of planning applications in those Parishes. Any future Neighbourhood Development Plans will need to ensure that they are in conformity with this Local Plan.

- Ashbourne
- Brailsford
- Darley Dale
- Doveridge
- Kirk Ireton
- Wirksworth

Sustainability Appraisal

1.16 The Planning and Compulsory Purchase Act 2004 requires that Local Plans are subject to a Sustainability Appraisal (SA). The purpose of the SA is to consider the social, economic and environmental impacts of the policies and proposals and thereby ensure that the Plan contributes to the delivery of sustainable development.

1.17 The SA process has contributed directly to the development of policies set out in this document. As a result, the approach to growth adopted across the plan area will deliver development that is sustainable in the long term. The methodology and findings of the SA are set out in the SA report that accompanies this Plan.

Habitats Regulations Assessment

1.18 As a plan or project which may have a significant effect on European sites (Special Protection Areas (SPAs) and Special Areas of Conservation (SACs)) the Derbyshire Dales Local Plan has been subject to a Habitats Regulations Assessment (HRA) as required under the EU Habitats Directive (92/43/EEC). Its purpose is to determine whether or not any significant effects are likely to be generated and to identify ways in which they can be avoided.

- 1.19 The HRA report has been published alongside the SA Report for this Plan. The HRA report has identified a number of issues that have been taken into account in the preparation of the policies set out in this Plan.

Equalities Impact Assessment

- 1.20 The District Council has duties under the Equalities Act 2010, to ensure that it promotes equality of opportunity and good relations between persons of different racial groups; promote equality of opportunity between disabled persons and other persons and eliminate unlawful discrimination. Such considerations must be taken into account in determining the effects of its policies, programmes or strategies, with the aim of promoting fair and equal opportunity in employment, training and access to services.
- 1.21 In addition to race and disability factors the District Council has assessed the potential effects of the policies in the Derbyshire Dales Local Plan on gender, sexuality, age, religion/faith and social exclusion. The Equalities Impact Assessment identified a number of issues which have been taken into account in the preparation of the policies in this Plan.

2. Portrait of the Derbyshire Dales

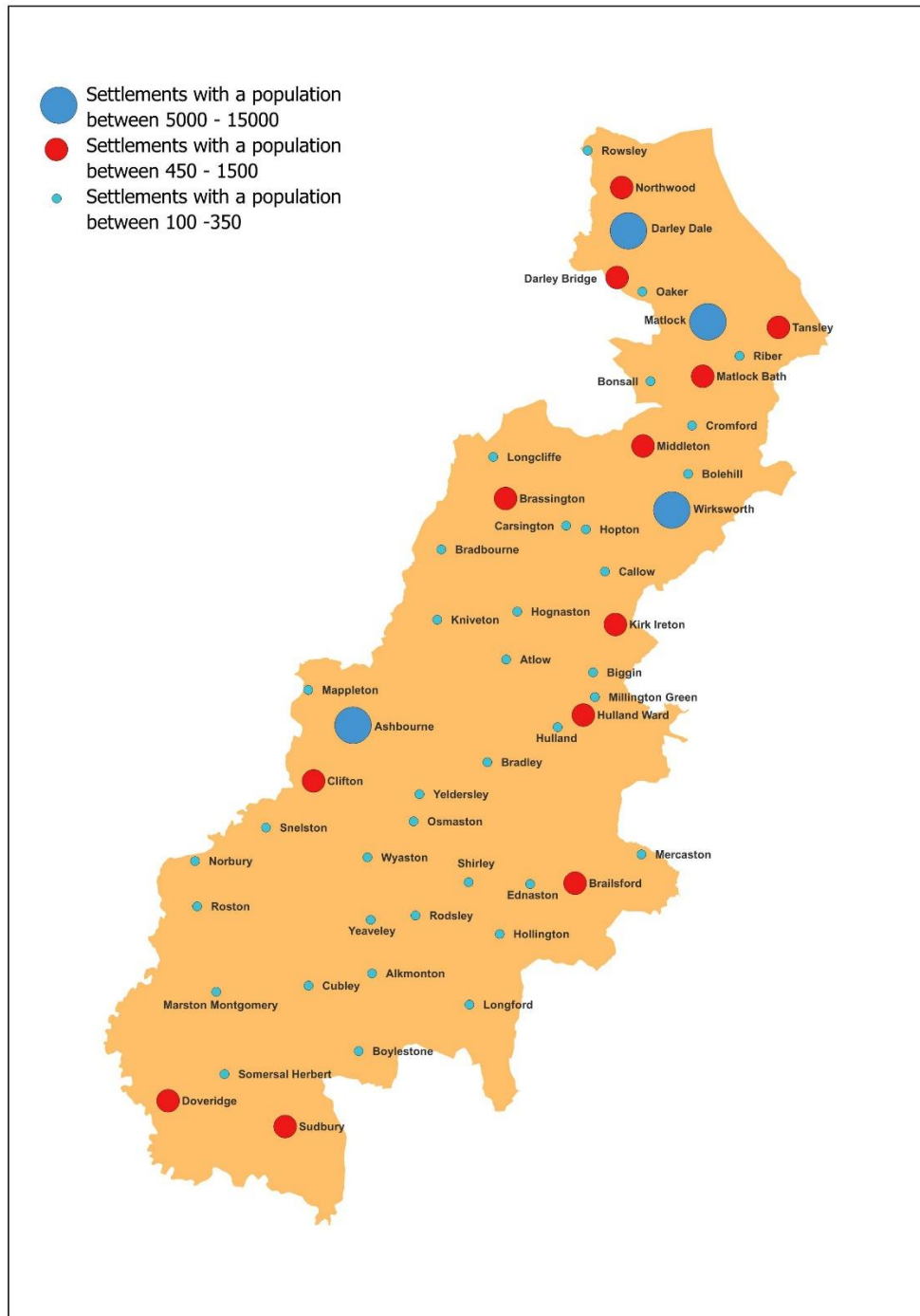
Description of Plan Area

- 2.1 Derbyshire Dales sits within the wider area of the Peak District, which extends beyond the boundaries of the Peak District National Park. The area covered by the Derbyshire Dales Local Plan is that part of Derbyshire Dales which sits outside the Peak District National Park, which is a Local Planning Authority in its own right.
- 2.2 The Derbyshire Dales Local Planning Authority area comprises 33,000 hectares and has a resident population of around over 45,000 people. The area is a 'Mainly Rural' District defined in the 2011 Rural-Urban Classification for Local Authorities as a district where more than 80% of the population lives in rural areas (DEFRA, 2025). The area includes attractive countryside interspersed with a large number of villages and hamlets. The area includes Matlock, Wirksworth and Ashbourne, which are long established rural market towns. These towns act as service centres to wide rural hinterlands.



Figure 1 Derbyshire Dales Local Plan Area within the wider Peak District

- 2.3 The Derbyshire Dales Local Plan will set the planning policies for only one part of the Wider Peak District. The planning framework for the remainder of the Wider Peak District comprises of the Peak District National Park Core Strategy, the Peal District National Plan Development Management Policies and the High Peak Local Plan. There are a number of key issues that are common across the Wider Peak District and as such the Derbyshire Dales Local Plan has been prepared to ensure these issues are addressed in a complementary and consistent manner.
- 2.4 Matlock is the largest town within Derbyshire Dales with a resident population of 11,155 people (Census 2021). The town sits on the edge of the Peak District National Park and is a popular tourist destination with the River Derwent and adjacent Hall Leys Park providing an attractive town centre environment. The River Derwent divides the town centre in two. There are a variety of independent shops and services on Dale Road to the west of the river, whilst the core of the town centre lies to the east of the river across Matlock Bridge at its junction with Crown Square.
- 2.5 Ashbourne is a medium-sized market town with a resident population of around 9,452 (Census 2021) people located at the southern edge of the Peak District, roughly equidistant between Stoke-on-Trent and Derby. Leek, Uttoxeter and Belper are also relatively accessible from the town. The town centre has retained its historic Georgian core with narrow streets and enclosed courtyards. The Market Place is the main focus of the town centre with St John Street and Church Street forming an attractive thoroughfare where many of the town's independent shops are located. The town centre also has a full range of local services and is a popular tourist destination with a number of restaurants, cafes and pubs catering for visitors and local residents.
- 2.6 Wirksworth is one of the oldest towns in Derbyshire. It is located ten kilometres to the south of Matlock in the Ecclesbourne Valley. The town centre has a relatively limited but attractive range of small independent shops located along the main St John Street. There are also several restaurants and pubs which add to the range of services and facilities available within the town.
- 2.7 Darley Dale is an amalgam of smaller settlements including Darley Hillside, Churchtown, Two Dales, Upper Hackney, Lower Hackney and Farley. Located north west of Matlock, it has a resident population of around 5,781 people and provides a range of local facilities and services to its resident population. Darley Dale was the home of Sir Joseph Whitworth (1830-1887) the famous English engineer, entrepreneur, inventor and philanthropist and to this day, Darley Dale continues to benefit from his impressive legacy in the form of the Whitworth Institute, Whitworth Park and the Whitworth Hospital.



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Figure 2 Settlements within the Local Plan Area

- 2.8 The proximity of the National Park is reflected in the quality of the landscapes in which the towns and villages of the Local Plan are set. The landscape of the Derbyshire Dales is key to the fortunes of the area, attracting people to live and work in the area, as well as playing an important role for the economy both inside and outside the National Park.
- 2.9 The Peak District National Park Authority has a statutory duty to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park, as well as promoting the recreation and enjoyment of the countryside within it.

- 2.10 The Landscape Character Assessment for Derbyshire published in 2003 and updated in 2014 undertaken in partnership with Derbyshire County Council and the former Countryside Agency identified 5 landscape character areas and 19 landscape character types across Derbyshire Dales. Each landscape type has its own distinct vegetation, topography, settlement pattern and biodiversity.
- 2.11 Not only does the District comprise some of the most diverse and scenically beautiful areas in Britain, but significant parts of the District are also important for nature conservation. Within the Local Plan area, Natural England has designated 18 Sites of Special Scientific Interest under Section 28 of the Wildlife and Countryside Act 1981. Some of these sites have international importance, e.g. Via Gellia at Cromford, and some have been designated as a Special Area of Conservation under the European Habitats Directive. These sites are subject to the highest degree of protection.
- 2.12 In December 2006, the District Council designated Pic Tor, High Tor and Lovers' Walks in Matlock and Matlock Bath as a Local Nature Reserves under the National Parks and Access to the Countryside Act 1949. These sites are either designated as a Site of Special Scientific Interest and as part of the Peak District Dales Special Area of Conservation or are identified on the Derbyshire Wildlife Sites Register. Lovers' Walks is situated within the buffer zone of the Derwent Valley Mills World Heritage Site, and along with High Tor, is included on the Register of Historic Parks and Gardens.
- 2.13 The Derbyshire Wildlife Sites Register identifies 390 sites as being of county or local importance for nature conservation in the Local Plan area. A number of these sites were previously derelict or despoiled and have naturally regenerated themselves.
- 2.14 The Council has designated 220 Tree Preservation Orders across the area for which it is the Local Planning Authority. There are a further 30 Tree Preservation Orders that have been designated by Derbyshire County Council. These, and a significant number of Ancient Woodlands, are vital components of the local environment because of their importance aesthetically, historically, and their contribution to the protection and enhancement of biodiversity.
- 2.15 The Plan area has a rich and distinctive biodiversity, primarily due to its rural nature. The Biodiversity Net Gain (BNG) Evidence Report (SLR 2026) demonstrates significant long-term decline in species abundance, habitat condition and ecological connectivity across the district. The Derbyshire Local Nature Recovery Strategy (2025) identifies priority areas for habitat creation, restoration and connectivity. Accordingly, development has a key role in delivering an enhancement to biodiversity.
- 2.16 Tackling climate change is a national priority and the District Council resolved unanimously on 30th May 2019 to declare a Climate Change Emergency and prepared a Climate Change Action Plan. Since the declaration of the Climate Change Emergency a Members Climate Change working party has been established which identified four priority areas for action: Transport, Estates, Planning Policy and Housing Policy. The policies and strategy within the Local Plan are therefore central to the Councils response to tackling, mitigating and adapting to climate change.

Historic Environment

- 2.17 The high quality of the local environment is also a result of the historic fabric of the built environment. This consists of a number of elements; listed buildings, conservation areas, historic parks and gardens, archaeological sites and features and the Derwent Valley Mills World Heritage Site.
- 2.18 There are over 1,330 buildings listed as being of special architectural or historic interest and, of these, 30 have been identified as being at risk. The Council has designated 33 Conservation Areas outside of the Peak District National Park covering roughly 5% of the Local Plan area, and has undertaken a programme of Conservation Area Character Appraisals.
- 2.19 There are 9 historic parks and gardens included on the Register of Parks and Gardens of Special Historic Interest covering some 446 hectares. Currently these are;
- Ednaston Manor;
 - Sudbury Hall;
 - The Heights of Abraham;
 - Lovers' Walks;
 - High Tor;
 - Derwent Gardens;
 - Sydnop Hall;
 - The Whitworth Institute;
 - Willersley Castle.
- 2.20 The area is also rich in archaeological sites with features of national and local importance. Derbyshire County Council maintains a Historic Environment Record (HER) for the county of Derbyshire. This is constantly being enhanced and updated but it currently identifies 3727 total archaeological and heritage features within the Plan Area.
- 2.21 The Derwent Valley Mills were inscribed as a UNESCO World Heritage Site in December 2001 in recognition of the unique role that the area played in the Industrial Revolution. Within the District this area extends without interruption along the Derwent Valley from Cromford in the north to Whatstandwell in the south.

Environmental Quality and Health

- 2.22 The Environment Act 1995 places a statutory obligation on all Local Authorities to review and assess the air quality within their areas against air quality objectives. Reporting is undertaken annually and Annual Status Reports have been introduced into the Local Air Quality Management (LAQM) system. Local authorities have an important role to play in local air quality management as by improving air quality it can seek to reduce the harmful effects on health and on our environment. Derbyshire Dales has one current Air Quality Management Area for exceedance of the Nitrogen Dioxide Standard on Buxton Road in Ashbourne. This is a strategic route for transport of minerals and Derbyshire Dales District Council is working alongside Derbyshire County Council to introduce measures to improve air quality in

this area. Despite this, data in relation to air pollution and health supplied by the local public health team for Derbyshire, suggests Derbyshire Dales have better outcomes for air pollution within Derbyshire. Data available from Public Health England (now the UK Health Security Agency) via fingertips shows mortality and morbidity attributed to air pollution in Derbyshire and Derbyshire Dales residents have the least associated years lost as a result of air pollution in the County.

2.23 In accordance with Part 2a of the Environmental Protection Act 1990, no areas of contaminated land have been declared in the Derbyshire Dales District. However, the District does have a history of lead mining and through the planning process, potential sites of land contamination are identified for further investigation and remediation prior to development proceeding.

2.24 The District is crossed by a number of watercourses. The River Wye and River Derwent dominate the river catchments network in the east of the district whilst the River Dove acts as a western boundary. It also contains a number of aquifers that provide high quality water requiring little treatment prior to use. The focus of the Water Framework Directive is generally to provide good environmental quality.

2.25 Although there are significant areas of previously developed land across the plan area much of it is associated with the quarrying and mineral extraction industries and is unsuitable for redevelopment because it is situated in isolated and, therefore, unsustainable locations.

2.26 The Green Infrastructure Network comprises sites important for the protection and enhancement of biodiversity, outdoor recreation and cultural heritage. These are linked together by corridors including river valleys, long distance trails and canals to form a comprehensive network of green areas for the benefit of wildlife as well as the health and well-being of local communities.

Economy

2.27 The geographical position of Derbyshire Dales and its close proximity to the major cities such as Sheffield and Derby puts much of the Plan area within easy commuting distance of major conurbations. This relationship affects the role and functions of the towns and villages, as well as the local housing market and the local economy of the plan area. Figure 3 below shows the relationship between the Peak Sub Region and the surrounding area.

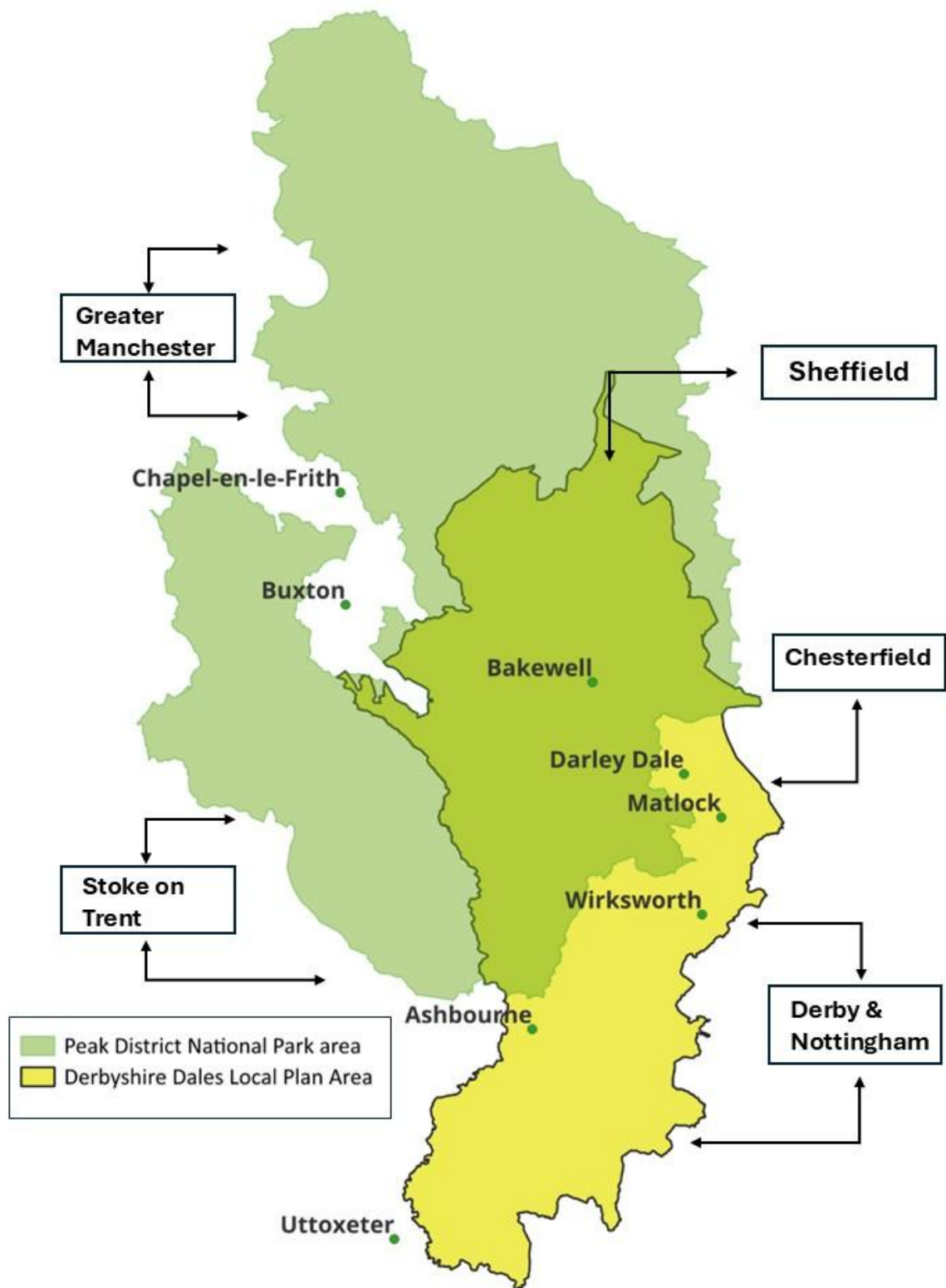


Figure 3 Plan showing the relationships between Derbyshire Dales and the wider Peak District National Park and the surrounding area.

- 2.28 The Derbyshire Dales Employment Land Needs Assessment Update 2025 shows that the largest sectors in respect of total employment in the Derbyshire Dales are Manufacturing (14.1%), Accommodation & food services (14.1%), Wholesale and retail trade (12.7%), Public Administration and Defence (8.5%) and Human Health and Social Work Activities (8.5%). In 2021, 34.2% of the resident population of Derbyshire Dales worked from home; 24.5% travelled less than 10 km and 26.5% travelled 10km or more to work.
- 2.29 The influence of the major conurbations is also strong in terms of retail attraction. The majority of residents shop in the market towns for their main food shopping, however, a large proportion of residents travel to the surrounding towns and cities outside of the Plan area for clothing and other non-food items. Despite this, the town centres across the Plan area remain attractive, with generally lower shop vacancy rates than the national average and a reasonably broad range of local shops set within high quality environment.
- 2.30 The outstanding countryside, diversity of landscapes, and the culture and history of the market towns and villages are attractive features that draw visitors in from the surrounding major conurbations. The tourism industry offers economic benefits to the area with over 13 million visits a year to the Peak District National Park. The settlements in the Plan area play an important role in supporting Peak District tourism by providing a range of tourist facilities and services, while the main market towns in particular provide a gateway to the National Park for people travelling by train from the surrounding cities.
- 2.31 There is a need to diversify the local economy and attract a range of businesses to the area, to improve the value of the local job offer and reduce the level of out-commuting to the surrounding major cities. Another important factor that is driving the need to diversify the economy is the ageing population. Although the population of the Derbyshire Dales is set to grow, the size of the working age population is forecast to decrease and this could exacerbate future recruitment problems.

Housing

- 2.32 The local housing market in the Derbyshire Dales is influenced by a series of economic and demographic drivers. These have had a major impact on the demand for housing in the area and a consequential impact upon the ability of local residents to be able to afford property in the area. The evidence suggests that the Plan area's ageing population is being driven by the inward migration of older families and the outward migration of younger people. In 2021 some 28% of people in the District were aged 65 and over compared with 22% across the County, 19% regionally and 19% nationally.
- 2.33 An ageing population and smaller household sizes overall continues to generate demand for smaller housing units across the plan area. The existing housing stock has historically consisted of larger properties with a significant proportion of homes having 4 or more bedrooms, and a lower proportion of smaller properties compared to regional and national averages. The adopted Local Plan sought to introduce a policy approach which sought to rebalance the size of properties required to meet the future housing needs of the local residents. This Local Plan seeks to ensure that

focus on reducing house sizes continues. The affordability of housing and relationship between local incomes and local house prices are key issues for the Plan area and are reflected in both the Plans objectives and policies.

- 2.34 The rural nature of the Plan area, the lack of services and facilities in many of the villages, particularly those in the southern part of the Plan area and limited availability of public transport in comparison to urban areas increases the dependency of residents on car borne journeys.
- 2.35 Whilst public transport links outside of the larger towns are limited, the Derwent Valley Community Rail Line links Cromford, Matlock Bath and Matlock with Derby, Nottingham and the wider National Rail network, and is well used by residents commuting to work.
- 2.36 Traffic congestion is a significant issue within the market towns and this has the potential to restrict growth. Ensuring that development takes place in locations readily served by public transport and that essential community facilities are accessible by sustainable means, will partially address this issue, and will also be beneficial in respect of reducing carbon emissions.
- 2.37 More sustainable transport patterns are supported at a local level by good access to safe routes for walking and cycling. Urban trails within settlements link residential areas with local recreation and shopping opportunities, while long distance trails such as the Trans-Pennine connect the urban centres with the surrounding countryside. These sustainable routes are highly valued and well used by local residents and make a contribution to sustainable tourism in the Peak District. There are opportunities to extend the network of walking and cycling routes within the Plan area. The completion of these routes will contribute to the expansion of the green infrastructure network for the benefit of biodiversity and the health of local communities.
- 2.38 Improved accessibility to community services and facilities by sustainable means such as walking and cycling or via public transport, is important to the continued sustainability of communities, particularly in those more isolated, rural parts of the Derbyshire Dales. It is recognised that there may be members of the community whom may however need to rely on private transport due to age or disability for instance, where the use of public transport, walking or cycling to access services and facilities is not achievable.
- 2.39 The health and wellbeing of residents in the Plan area is generally good. Although the provision of sport and recreation facilities across the Plan area is adequate in most cases, there are some localised examples of under supply. Improved provision of facilities for sport and recreation will provide opportunities to maintain the health and well-being of local residents. Provision of allotments within the District is also below nationally recommended levels. Analysis based on a 15 minute walk time identifies significant gaps in Wirksworth and Ashbourne, and waiting lists exist in five town and parish council areas. Demand for allotments has increased in recent years, but supply has not kept pace, as reflected in the scale of waiting lists. Supporting new allotment provision through the Local Plan will help address this shortfall and deliver wider benefits for sustainability, healthy lifestyles and social interaction.

2.40 Life expectancy in the Derbyshire Dales is higher than the national average. Between 2024 and 2042 the number of people aged 65 and over in the Derbyshire Dales is projected to rise by 43% and the old age dependency ratio for the Derbyshire Dales is considerably higher than the East Midlands, consequently this will have an impact upon the demand for particular types of development to cater for an ageing population within the District.

Key Issues for the Local Plan

2.41 It is clear from the evidence base and the spatial portrait of the Plan area that there are a number of issues which must be addressed through the Local Plan, to ensure the sustainable development of the Derbyshire Dales:

KI 1: Protecting and Enhancing the Character and Distinctiveness of the Landscape, Towns and Villages in the Plan Area

2.42 The high quality natural, built and historic environment attracts people to live and work in the plan area. The ongoing protection and enhancement of these key assets is essential for maintaining the quality of life for local residents, attracting continued economic investment and in promoting the sub region as an attractive tourist location.

KI 2: Managing the impact of development on the Peak District National Park and its setting and helping to relieve tourism and recreational pressure on the Park

2.43 Whilst the Peak District National Park Authority is responsible for protecting the special purposes of the Peak District National Park there is a duty on constituent authorities to ensure that nothing is done to harm the special purposes. Consequently, given this requirement development within the Plan area should not have an adverse impact upon the Peak District National Park or its setting. Furthermore, where opportunities arise development should seek to relieve the Peak District National Park from pressure related to tourism and recreation use.

KI 3: Addressing the Challenges of Climate Change

2.44 Given that the area has high levels of per capita carbon emissions and national targets are seeking an 80% reduction on 1990 levels by 2050 it is necessary to ensure that this issue is addressed.

KI 4: Meeting Housing Needs

2.45 Meeting housing needs is a challenge for the creation of sustainable communities. Providing an appropriate range of different sizes, types and tenures is essential for meeting the needs of all local residents and in creating healthy and mixed communities that people will want to live in both now and in the future. There is a particular need across the plan area to provide affordable housing and address the needs of an ageing population.

KI 5: Managing Travel Demand and Improving Accessibility

2.46 The lack of services and facilities, the dispersed nature of settlements across the Plan area, and the relatively poor public transport network results in a higher than normal dependence upon the use of a private car. The location of new development is an important consideration in reducing travel demand and ensuring that services

and facilities are accessible for local communities. Within market towns and larger villages, footpath networks facilitate access to shops and services for all including those unable to use cars. For those in more remote locations it is however appropriate to ensure that measures are in place to improve accessibility to shops and services.

KI 6: Protecting and Enhancing Community Infrastructure, Connectivity and Local Services

2.47 Sustainable communities require not only appropriate levels of residential and employment opportunities but also appropriate levels of community infrastructure. This includes schools, health care facilities, public transport, community buildings, places of worship, sport and recreation facilities, allotments, recycling facilities and open space. It also includes telecommunications connectivity, a particular issue in a largely rural area like the Derbyshire Dales. In taking forward the Local Plan it will be necessary for provision to be made for commensurate levels of community infrastructure, and appropriate in locations accessible by a variety of different transport modes.

KI 7: Protecting and Improving Leisure and Recreation Opportunities for Residents and Visitors

2.48 Ensuring that existing leisure and recreational opportunities are protected and that growing communities are supported by appropriate leisure and recreation opportunities will benefit the quality of life of both of residents and visitors alike. The Local Plan should therefore ensure that there are appropriate levels of provision across the Plan area.

KI 8: Strengthening the Rural Economy

2.49 Continuing to diversify and strengthen the local economy is one of the key drivers for delivering sustainable development. The Plan has therefore to ensure that land and premises are capable of meeting the needs of both the existing and the emerging growth sectors, in order to provide the framework for delivering higher skilled, higher waged jobs for residents.

KI 9: Maintaining and Strengthening the Vitality and Viability of Town and Village Centres

2.50 Sustainable town and village centres contribute to the quality of life for local residents by providing a diverse range of services in safe and attractive environments. Ensuring that towns and village centres within Plan area continue to be vibrant and attractive is therefore essential.

KI 10: Enhancing the Value of the Visitor Economy

2.51 The landscape, heritage and quality of the built environment across Derbyshire Dales including the Peak District National Park and the opportunities that they offer make tourism an important sector across the Plan area. Development across the Plan area that benefits the local tourism economy should be supported, particularly where it contributes to achieving a higher value economy. Similarly schemes that may have an adverse impact upon the tourism industry either directly or indirectly should be resisted.

2.52 Planning is not just concerned with buildings themselves but place making and as such has the potential to be a powerful tool in the response to the climate emergency. Achieving net zero status cuts across all elements of place making; not just through how homes and buildings are designed and constructed, but also by ensuring new development is in places where it is or can be well served by low carbon transport links like public transport, cycling and walking as well as renewable and low carbon energy. Green infrastructure also has a role to play, supporting fauna and flora to enhance biodiversity and offering opportunities to capture any remaining emissions as well as helping communities adapt to our changing climate through flood storage and considering issues such as efficient use of resources including water. Tackling Climate Change underpins and links to Local Plan Issues, objective and key themes.

2.53 The 10 Key Issues identified above can be grouped together into three main themes that the Local Plan will seek to address:

- Protecting Derbyshire Dales Character
- Promoting Healthy and Sustainable Communities
- Strengthening the Economy

3. Spatial Vision, Aims and Objectives

- 3.1 This section outlines a spatial vision to address the key issues and challenges identified in the spatial portrait. The vision sets out the direction which the District Council would like the Plan area to take in the long term, setting out how the area and places within it should develop as well as setting the context for the policies in the Plan.

Vision

- 3.2 The District Council's Corporate Plan 2024-2028 sets out its vision, aims and priorities. It has five themes:
- A thriving environment in the Derbyshire Dales
 - Housing that meets the needs of Dales residents
 - Prosperous and sustainable Dales communities and businesses
 - Resources and services to enable communities to flourish
 - A financially sound, fair and responsive District Council
- 3.3 Key elements of the first theme include achieving net zero carbon emissions by 2040 and greater biodiversity. Key elements of the second theme include maximising number of affordable homes built each year and ensuring local families can live and thrive in their own community. Key elements of the third theme include working with the mayoral authority to increase the attractiveness of the area to high value sectors and ensuring available land for housing and business use. Key elements of the fourth theme include ensuring access to play, sports and leisure facilities.
- 3.4 The following vision for the Local Plan builds on the Statement of Priorities vision and sets out how the Plan area will be by 2042. The main challenge will be how to achieve this in a sustainable manner, which delivers the necessary housing, employment, retail and community facilities whilst concurrently ensuring that the area's valuable and distinctive natural, built and historic environment and their character are conserved and enhanced and the impacts of climate change are taken into account.

Spatial Vision

The vision for the Derbyshire Dales is that it will be widely recognised as a distinctive rural area with thriving and sustainable communities made up of vibrant villages and market towns, which reflects the character of the Derbyshire Dales landscape, supported by a prosperous and diversified local economy. The area will complement and not compete with Sheffield and Derby, and out-commuting will reflect a sustainable balance of living and working.

Development in the Derbyshire Dales will be managed in a sustainable way that allows for growth through a new garden community and growth within our environmental limits based on sustainable extensions to our market towns and tier 2 and 3 settlements supported by new and improved infrastructure. Growth will be delivered in a way that supports the transition to net zero and mitigates against, and helps existing and new communities responds to, our changing climate.

The traditional character of the Market Towns and larger villages serving the smaller settlements within their rural hinterland will be maintained with increasing emphasis on the promotion of sustainable and prosperous communities.

The landscape of the Derbyshire Dales is a complex combination of physical and cultural elements, developed over centuries to produce a landscape of particularly high quality which will be protected and enhanced.

New development particularly in Ashbourne, Matlock, and Wirksworth, will seek to satisfy the identified social and economic needs of local residents, which in turn will be supported by the protection and enhancement of areas of open and green space within and around them. Opportunities for the provision of new and improved recreation opportunities will be brought forward.

Market towns will be encouraged to be resilient and respond to pressure from competing centres outside the area in order to further strengthen the Peak District's economy, provide more choice and reduce the need to travel. Proactive measures will be taken to maximise the use of previously developed land whilst recognising that some development will be required on greenfield land.

Darley Dale will continue to provide local facilities and services whilst also contributing towards the provision of housing, social and employment needs of the district. The distinct character of Darley Dale will be preserved by the maintenance of the strategic open spaces along the A6 in order to avoid coalescence with Matlock.

Where required, larger villages will benefit from development with communities able to access an improved range of amenities and facilities including schools and healthcare provision. Areas of countryside and green space around the villages of the plan will act as an important resource for recreational uses.

The sustainability of the villages and countryside will be promoted protecting existing facilities and through appropriate investment, including agricultural diversification, supporting small scale employment and home working opportunities, and affordable homes that will help people remain in, or return to, their local communities.

The New Settlement at Darley Moor Airfield will be becoming increasingly established as a vibrant new community, increasingly contributing to meeting the housing needs of the District and complimenting the existing network of settlements.

The character of the Derbyshire Dales will be protected and enhanced with care taken to ensure new development is of the highest design quality, adaptable, sustainably constructed and well integrated with its surroundings. The integrity of our towns and villages will be maintained by ensuring that there is appropriate separation between settlements.

The local economy will be strengthened to deliver greater productivity in higher skilled and better paid jobs through the proactive development of new employment opportunities on key sites in Matlock, Ashbourne and Wirksworth, and continued improvements in digital infrastructure.

The rich legacy of craft and industrial traditions, like textile manufacture, will complement new sectors and provide employment that secures prosperity and the traditions of the Peak District. Where appropriate, redundant quarry sites will be sensitively re-used to deliver new communities and bring economic benefits to the area. The Derwent Valley Mills World Heritage Site will continue to grow in significance and increasing visitor numbers will lead to the greater understanding of the Outstanding Universal Value of the site and to the development of new accommodation and attractions in and around the river corridor.

Residents will be happier, healthier and more active and will enjoy an improved quality of life. The promotion of healthy, sustainable and inclusive communities will meet the needs of all including children, old people and those less able to live independently. It will improve access to a wider range of local jobs, housing that meets resident's needs, high quality services and facilities, cultural and leisure opportunities for all.

Inclusive access to local services and facilities will be promoted throughout the District. Wherever possible, access by foot, bicycle and public transport will be prioritised and supported to ensure those unable to drive are not excluded. Where longer distance travel is required the emphasis will be placed on promoting low carbon travel choices and minimising the adverse impacts of traffic. This emphasis will include travel to the adjoining Peak District National Park. Access to local and more distant services and facilities will consider the needs of both residents and of tourists so that the benefits of living and visiting in the District may be reaped in a more sustainable way.

Strategic Objectives

3.5 The following strategic objectives have been derived from the key issues and will help deliver the spatial vision and guide development across the Plan area to 2042. The objectives for the Derbyshire Dales Local Plan provide an interpretation of the vision and create the links between the key issues and the individual policies.

3.6 In order to implement and deliver the Local Plan's vision the following nineteen strategic objectives have been identified and are grouped under each of the Local Plan's three themes:

Protecting Derbyshire Dales Character

SO1 To protect and enhance the area's natural capital, the variety of nationally and internationally protected sites and Green and Blue Infrastructure Networks for the inherent benefits.

SO2 To maintain, enhance and conserve the area's distinct landscape characteristics, biodiversity net gain, and cultural and historic environment assets.

SO3 To ensure that new development is designed to be adaptable, resource efficient and of high quality that respects local character and context, promotes local distinctiveness and integrates effectively with its setting.

SO4 To protect and enhance the unique character, appearance and setting of the District's towns and villages and settlements, including all sites and features of archaeological, historical or architectural interest and their settings.

SO5 To support the transition to a net zero through the efficient use of resources, careful location and sustainable design of new development whilst increasing adaptation and resilience to impacts from climate change for, wildlife and places.

SO6 To protect the setting of the Peak District National Park.

Promoting Healthy and Sustainable Communities

SO7 To protect and enhance our water resources, improve water quality whilst ensuring new development is water efficient and is supported by sustainable drainage infrastructure.

SO8 To ensure a supply of high quality new homes to help meet the housing needs of the District.

SO9 To ensure that there is an appropriate mix of housing types, sizes and tenures to meet the needs of all sectors of the community.

SO10 To protect and facilitate the timely delivery of necessary infrastructure, connectivity, services and facilities to support the development of the District.

SO11 To promote development which minimises risks to the safety and health of residents, businesses and visitors as a result of crime (or fear of crime), traffic, flooding, pollution and climate change.

SO12 To promote development that creates places that are safe, accessible; and actively support health, wellbeing, participation and independence in daily life.

SO13 To promote the efficient use of suitably located previously developed land and buildings whilst minimising the use of greenfield land.

SO14 To facilitate low carbon development and maximise opportunities to generate and use new and retro-fitted renewable energy technologies of a type, and scale appropriate to its location assisting those in fuel poverty or with hard to heat homes.

Supporting the Rural Economy and Enhancing Prosperity

SO15 To increase opportunities for active and sustainable travel by securing improvements to infrastructure that encourage safe walking, cycling and a use of public transport that reduces reliance on and impact of the private car.

SO16 To facilitate development that will support growth and innovation across the District's economy, particularly through improving the quality of local employment opportunities and digital connectivity.

SO17 To support employment development in locations and of a scale appropriate to the Plan area.

SO18 To utilise the unique character of the Dales, its countryside, market towns and villages to support and develop a sustainable tourism and cultural offer for the whole District.

SO19 To strengthen the vitality, viability and resilience of the District's market towns as places for employment, shopping, services, leisure and tourism.

3.7 The Policies and Proposals within the Local Plan seek to provide the planning framework to deliver these objectives and are contained within the following four chapters under the themes of

- The Spatial Strategy;
- Protecting Derbyshire Dales Character;
- Healthy and Sustainable Communities; and
- Strengthening the Economy.

3.8 The identification of the key issues within the Local Plan area and the development of the spatial vision, objectives and resultant policies are closely aligned and Table 1 below clearly demonstrates how these elements are interrelated and how they will be delivered through the implementation of Local Plan policies.

Issues	Theme	Objectives
KI1 Protecting and Enhancing the Character	Protecting Derbyshire	SO1: To protect and enhance the area's natural capital, the variety of nationally and

Issues	Theme	Objectives
and Distinctiveness of the Landscape, Towns and Villages in the Plan Area. KI2 Managing the impact of development on the Peak District National Park and its setting and helping to relieve tourism and recreational pressure on the Park. KI3 Addressing the Challenges of Climate Change and protecting and enhancing our natural environment.	Dales Character	internationally protected sites and Green and Blue Infrastructure Networks for the inherent benefits. SO2: To maintain, enhance and conserve the area's distinct landscape characteristics, biodiversity net gain, and cultural and historic environment assets. SO3: To ensure that new development is designed to be adaptable, resource efficient and of high quality that respects local character and context, promotes local distinctiveness and integrates effectively with its setting. SO4: To protect and enhance the unique character, appearance and setting of the District's towns and villages and settlements, including all sites and features of archaeological, historical or architectural interest and their settings. SO5: To support the transition to a net zero through the efficient use of resources, careful location and sustainable design of new development whilst increasing adaptation and resilience to impacts from climate change for, wildlife and places. SO6: To protect the setting of the Peak District National Park.
KI4 Meeting Housing Needs. KI5 Managing Travel Demand and Improving Accessibility. KI6 Protecting and Enhancing Community Infrastructure, Connectivity and Local Services. KI7 Protecting and Improving Leisure and Recreation Opportunities for Residents and Visitors.	Healthy and Sustainable Communities	SO7: To protect and enhance our water resources, improve water quality whilst ensuring new development is water efficient and is supported by sustainable drainage infrastructure. SO8: To ensure a supply of high quality new homes to help meet the housing needs of the District. SO9: To ensure that there is an appropriate mix of housing types, sizes and tenures to meet the needs of all sectors of the community. SO10: To protect and facilitate the timely delivery of necessary infrastructure, connectivity, services and facilities to support the development of the District. SO11: To promote development which minimises risks to the safety and health of residents, businesses and visitors as a result of crime (or fear of crime), traffic, flooding, pollution and climate change.

Issues	Theme	Objectives
		SO12: To promote development that creates places that are safe, accessible; and actively support health, wellbeing, participation and independence in daily life. SO13: To promote the efficient use of suitably located previously developed land and buildings whilst minimising the use of greenfield land. SO14: To facilitate low carbon development and maximise opportunities to generate and use new and retro-fitted renewable energy technologies of a type, and scale appropriate to its location assisting those in fuel poverty or with hard to heat homes.
KI8 Strengthening the Rural Economy. KI9 Maintaining and Strengthening the Vitality and Viability of Town Centres. KI10 Enhancing the Value of the Visitor Economy.	Strengthening the Economy	SO15: To increase opportunities for active and sustainable travel by securing improvements to infrastructure that encourage safe walking, cycling and a use of public transport that reduces reliance on and impact of the private car. SO16: To facilitate development that will support growth and innovation across the District's economy, particularly through improving the quality of local employment opportunities and digital connectivity. SO17: To support employment development in locations and of a scale appropriate to the Plan area. SO18: To utilise the unique character of the Dales, its countryside, market towns and villages to support and develop a sustainable tourism and cultural offer for the whole District. SO19: To strengthen the vitality, viability and resilience of the District's market towns as places for employment, shopping, services, leisure and tourism.

Table 1 Derbyshire Dales Local Plan Key Issues and Strategic Objectives

4. The Spatial Strategy

The Presumption in Favour of Sustainable Development

- 4.1 The NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development, which has three dimensions: economic, social and environmental. To achieve sustainable development the NPPF advises that economic, social and environmental gains should be sought jointly and simultaneously through the planning system.
- 4.2 It envisages the planning system performing the following roles;
- a) **An economic role** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) **A social role** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support the communities' health, social and cultural well-being; and
 - c) **An environmental role** – contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.
- 4.3 Paragraph 11 states “Plans and decisions should apply a presumption in favour of sustainable development.
- 4.4 For plan-making this means that;
- a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;
 - b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - c) the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
 - d) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- 4.5 Paragraph 15 further continues that “Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for meeting housing needs and addressing other economic, social and environmental priorities; and a platform for local people to shape their surroundings”.
- 4.6 The three key themes of the Derbyshire Dales Local Plan set out above seek to ensure that the plan delivers sustainable development.
- 4.7 It is essential that the Local Plan makes choices about where developments should go in broad terms in order to deliver sustainable development. The NPPF indicates that engagement and collaboration with neighbourhoods, local organisations and businesses is essential. Local Plans, as far as possible, should reflect a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any neighbourhood plans that have been made.
- 4.8 The conclusions from the evidence base identified in Section 1, the outcomes of the consultation on the Key Issues and Options, as well as the findings of the Initial Sustainability Appraisal and the Habitats Regulation Assessments have been taken into account in determining the most appropriate approach to take across the Plan area.

Sustainable Development Principles

- 4.9 This section seeks to set out the broad approach to the overall distribution of development across the Plan area. More detailed information on the scale and location of new housing, employment and retail development is set out later in this Section and in Sections 6 and 7.
- 4.10 At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. All new development within the Plan area should make a positive contribution towards the sustainability of the towns and villages and to protecting and where possible enhancing the environment within the Plan area.
- 4.11 Furthermore all policies within the Plan should ensure that they are able to satisfy the presumption in favour of sustainable development as set out in paragraph 11 of the NPPF, which for Plan making means that all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure, improve the environment, mitigate climate change and adapt to its effects. Strategic policies in the Plan should as a minimum provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas. These principles are central to this Local Plan which aims to address local needs locally, making the best use of resources both now and in the future.

Policy S1: Sustainable Development Principles and the Spatial Strategy

The Council will take a positive approach to the consideration of development proposals that reflects the presumption in favour of sustainable development.

The Council will work proactively with applicants to find solutions that mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions of the area.

All developments should seek to make a positive contribution towards the achievement of sustainable development.

This will be achieved by:

- **Meeting most development needs within or adjacent to existing communities having regard to the defined settlement hierarchy (Policy S2).**
- **Making efficient and effective use of land, particularly land which has been previously developed, (including the remediation of contaminated land and addressing land instability issues), buildings and existing infrastructure (Policy PD9).**
- **Making efficient use of land by optimising the use of sites whilst also reflecting the character, accessibility and infrastructure capacity of the area.**
- **Conserving and where possible enhancing the distinct Peak District character, the natural and historic environment, including the setting of settlements both within the Plan area and its surrounding areas including the Peak District National Park (Policies S3, S4, PD1, PD2, PD5 and EC8).**
- **Providing for a mix of types and tenures of quality homes to meet the needs and aspirations of existing and future residents in sustainable locations (Policy HC11).**
- **Supporting the local economy and businesses by providing for a range of economic developments that provide employment opportunities in environmentally, socially and economically sustainable locations and generally encourage larger developments to incorporate mixed uses where possible to do so as to reduce the need to travel (Policies EC1, EC2, EC3, EC4 and EC5).**
- **Minimising the need to travel by promoting development in locations where there is access to a broad range of jobs, services and facilities which are accessible by foot, cycle or public transport with reduced reliance on the private car (Policy HC19).**
- **Minimising the risk of damage to areas of importance for nature conservation and/ or landscape value, both directly and indirectly and ensuring that there is suitable mitigation for a net gain in biodiversity and the creation of ecological networks (Policy PD3).**
- **Encouraging the protection and prudent use of natural resources including water, by promoting water efficiency, water conservation, pollution prevention and minimising waste and increasing recycling (Policy PD7a and PD7b).**
- **Seeking to secure developments which provide a high standard of amenity for all existing and future occupants of land and buildings, ensuring communities have a healthy, safe and attractive living environment and the risks from pollution (including noise, air, light and odour) and other potential hazards are minimised and where appropriate mitigated through positive design and master planning (Policy HC1).**
- **Seeking to secure high quality, locally distinctive and inclusive design and layout in all development (Policy PD1).**
- **Taking into account the impacts of climate change by following a sequential approach to flood risk that seeks to direct development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere (Policy PD7a and PD7b).**
- **Giving priority to the use of Sustainable Drainage Systems to limit surface water run-off, provide local amenity value, and improve and protect the District's water quality and groundwater resources from potentially polluting**

development in line with the objectives of the Water Framework Directive (Policy PD8).

- Ensuring that development does not have an adverse effect on the integrity of European Sites (Policy PD3).
- Maintaining and where possible enhancing the provision of and the accessibility to a good range of services and facilities, and not putting an unreasonable burden on existing infrastructure and services (Policy S2).
- Ensuring that development proposals do not prejudice the development potential of an adjacent site or larger area in a comprehensive manner.

In order to enable required development to take place, in some cases mitigation measures will be needed to address the impacts of new development on existing infrastructure and on nearby sensitive areas.

To ensure that the principles of sustainable development are achieved across the plan area the spatial development strategy is as follows:

The Plan seeks to address development needs, especially for housing and economic development, whilst ensuring that the very special qualities of the District's environment, both natural and built, are conserved and where possible enhanced.

The Plan seeks to protect the character of towns, villages and surrounding rural areas in the District and reflects a sustainable balance of living and working. The Plan seeks to sustain and enhance local services and facilities through directing the majority of development to locations that offer the greater opportunity for sustainable development. The pattern and design of development will recognise the particular characteristics of each market town and village, and will be linked to the provision of new community, educational, leisure, health and open space/landscape facilities.

New housing development to meet the District and Plan Area's identified need will maintain a focus on the market towns of Ashbourne, Matlock and Wirksworth, taking advantage of significant opportunities on previously developed land.

Limited new housing development will take place in Darley Dale, in recognition of the importance of maintaining the identity of the individual communities that make up the settlement, the character and quality of the open spaces, and to avoid coalescence with Matlock.

A number of larger villages, including Brailsford, Doveridge, Hulland Ward, Middleton and Tansley will see new housing development, partly in recognition of the growing economic opportunities in Derby, Burton on Trent and north east Staffordshire. Such development will support the viability and sustainability of community and other services and facilities in these villages, and will be designed to reflect their individual characteristics.

Smaller scale development, and cumulatively in proportion to the size of the settlement, may take place in the smaller villages with fewer facilities, particularly where this can be demonstrated to help meet local housing needs.

A broad location for the creation of a new garden community has been identified in the south of District, centred on Darley Moor Airfield to meet the District's housing needs in the period up to 2042, and beyond. This new garden community will be a minimum of 1500 homes with associated uses and infrastructure with the potential to increase in the future.

Significant employment generating uses will come forward in Ashbourne, Matlock and Wirksworth, making use of previously developed land. Further smaller allocations will come forward at Middleton and Sudbury, the latter capitalising on opportunities

associated with the A50 corridor. New housing development of a significant scale will also bring forward opportunities for new jobs helping to minimise the need to travel.

Settlement Hierarchy

- 4.12 The location, scale and distribution of new development can have an impact upon social, economic and environmental well-being. Inappropriately located new development can have unsustainable consequences. It is important, therefore, that in meeting the development needs of Derbyshire Dales, care is taken to ensure the principles of sustainable development are met and community well-being is addressed.
- 4.13 A settlement hierarchy forms a useful basis for taking forward the principles of the plan's spatial strategy set out above. It allows for new development to be brought forward in a sustainable way, where local services are available and the need to travel is reduced. The towns and villages in the Plan area have been classified into a settlement hierarchy on the basis of the availability of local services, local employment opportunities and the ease of access to them.
- 4.14 The **Market Towns** are the largest settlements in the plan area comprising of Matlock, Ashbourne and Wirksworth. These accommodate the majority of the District's population, services and facilities. The spatial strategy seeks to focus future growth in these settlements and to strengthen their role as service centres. These settlements will be defined by a Settlement Development Boundary within which development of an appropriate scale and nature will be allowed.
- 4.15 Darley Dale is identified as a **Local Service Centre** reflecting the fact that it is well served by services and facilities and has good access to employment opportunities, both within Darley Dale and in other locations nearby, that are well served by public transport.
- 4.16 Twelve villages are identified as **Accessible Settlements with Some Facilities**. These villages are the most sustainable villages in the rural areas which generally have a good local social infrastructure, some local employment opportunities and good accessibility to the towns and larger centres. These villages also have an important role in terms of serving and supporting their immediate surrounding rural areas and smaller villages. The spatial strategy focuses the bulk of the rural development in these settlements and seeks to ensure that they are sustained and promoted as service centres. These settlements will be defined by a Settlement Development Boundary within which development of an appropriate scale and nature will be allowed. There is a significant range in terms of the size and services and facilities available to villages in this category. As such, the scale of new development in any of these villages will generally be relative to their current size and infrastructure.
- 4.17 Nine villages are identified as **Accessible Settlements with Minimal Facilities**. Whilst it is recognised that in these villages there is a need to meet local needs for housing and other economic or community purposes, these villages generally have a very limited range of services and facilities and it is often necessary for local residents to travel outside the village for most of their daily needs. Development on a large scale would be unsustainable in these villages, as this would generate a

disproportionate number of additional journeys outside the villages and undermine the spatial strategy.

4.18 Seven Villages are identified as Infill and Consolidation Villages where the provision of services and facilities is extremely limited. Whilst new development is unlikely to add to the overall viability of the limited amount of services and facilities in these locations, the provision of a small amount of development within the physical confines of the settlement (where this is limited to infill and consolidation of the existing built framework), or where there are opportunities for the redevelopment of brownfield sites which will result in a positive environmental improvement, will be permitted. This should help to safeguard their vitality at least in the short to medium term.

4.19 The following policy defines the settlement hierarchy and the associated broad approach to development in each instance.

Policy S2: Settlement Hierarchy

Proposals for new housing and employment land development will be directed towards the most sustainable locations in accordance with the following settlement hierarchy. This will ensure that development reduces the need to travel and promotes sustainable communities based on the services and facilities that are available in each settlement. The use of previously developed land and buildings will be encouraged.

Market Towns – First Tier

Matlock, Ashbourne and Wirksworth

These are the District's main towns. They are the primary focus for growth and development to safeguard and enhance their strategic roles as employment and service centres. They will continue to provide significant levels of jobs and homes, together with supporting community facilities and infrastructure to meet their economic potential in the most sustainable way, consistent with maintaining or enhancing key environmental attributes.

Local Service Centre – Second Tier

Darley Dale

Darley Dale is an amalgam of smaller settlements which has the ability to support sustainable patterns of living in the District because of the current levels of facilities, services and employment opportunities that are available. It has the ability to provide for additional jobs and homes in order to help sustain and, where necessary, enhance current services and facilities, promoting better levels of self-containment and a viable, sustainable community.

Accessible Settlements with Some Facilities – Third Tier

Brailsford, Clifton, Cromford, Darley Bridge, Doveridge, Hulland Ward, Matlock Bath, Middleton, Northwood, Rowsley, Sudbury and Tansley.

These villages possess some facilities and services that, together with local employment, provide the best opportunities outside the first and second tier settlements for greater self-containment. They will provide for reduced levels of development in comparison to higher order settlements in order to safeguard and where possible, improve their role consistent with maintaining or enhancing key environmental attributes.

Settlement boundaries for First, Second and Third Tier settlements are defined on the Policies Maps. New development should be focused within the settlement boundaries of these settlements in accordance with their scale, role and function unless otherwise indicated in the Local Plan.

Accessible Settlements with Minimal Facilities – Fourth Tier

Bradley, Bonsall, Brassington, Carsington, Hognaston, Kniveton, Kirk Ireton, Marston Montgomery, Osmaston

Accessible Settlements with minimal facilities are defined as settlements with a very limited range of employment, services and facilities. Small villages have a low level of services and facilities and few employment opportunities. Development will therefore be limited to that needed to help maintain existing services and facilities and to meet the housing needs of the settlement. As such there is some limited scope for development within these settlements.

In all cases, development should be commensurate with the scale and function of the settlement, can be accommodated through infill and consolidation of the existing built framework of the settlement or is well related to the existing pattern of development and surrounding land uses; would not lead to prominent intrusion into the countryside; or constitutes exception sites affordable housing (Policy HC5).

Infill and Consolidation Villages – Fifth Tier

Ednaston, Hollington, Longford, Roston, Shirley, Yeaveley, Wyaston.

These remaining settlements have a lack of basic facilities to meet day to day requirements. However, there could be scope for very limited development within the physical confines of the settlement where this is limited to infill and consolidation of the existing built framework; or where there are opportunities for the redevelopment of brownfield sites on the edge of settlements which will result in a positive environmental improvement; or where development constitutes exception sites for affordable housing (Policy HC5).

Other Rural Areas

All other areas, including those villages, hamlets and isolated groups of buildings where nearly all services and facilities must be accessed in higher order settlements are for the purposes of this plan, considered as ‘countryside’. In these locations, development will be strictly limited to that which has an essential need to be located in the countryside.

Settlement Development Boundaries

4.20 Settlement development boundaries have been identified in the plan. The boundaries seek to define the physical extent of those settlements which are considered to be the most appropriate and sustainable, given the scale of growth envisaged. The boundaries have been drawn in order to encompass the built up area of each of the settlements within Tiers 1, 2 and 3 of the Settlement Hierarchy as these are the focus for the majority of planned growth up to 2042 and any additional development in these towns and villages should be concentrated within their built up areas. The purpose of defined settlement boundaries is, however, not to limit the total supply of land for development, but to assist in directing built development towards the most suitable and sustainable locations across the District with respect to the settlement hierarchy and to define the intended relationship between settlements and countryside beyond.

4.21 The following criteria have been used to define the extent of the settlement development boundaries where appropriate:

- a) existing commitments by virtue of an extant planning permission, for residential or employment development on the fringes of settlements;
- b) allocations of the land for residential, employment and other purposes within this plan;
- c) the presence of clearly defined physical features such as wall, fences, hedgerows, roads, streams;
- d) the inclusion of schools, halls, large houses and other buildings which stand in extensive grounds, would depend on their relationship to the overall fabric of the settlement. In some cases, their relative isolation caused by their spacious setting would justify total exclusion, whereas in other cases, the building itself could be included within the Settlement Development Boundary but the curtilage excluded;
- e) residential curtilages exclude; paddocks, orchards, land used for recreational purposes and similar uses and land separated from the main curtilage by a physical boundary;
- f) open areas, including formal and informal recreation space, which contribute to the character or setting of a settlement, are excluded either to safeguard their use or to maintain their contribution to the wider landscape setting.

Development within Defined Settlement Boundaries

Policy S3: Development Within Defined Settlement Boundaries

Within the defined settlement development boundaries (Policy S2), planning permission will be granted for development where:

- a) **the proposed development is of a scale, density, layout and design that is compatible with the character, appearance and amenity of the part of the settlement in which it would be located and in accordance with the District Design Code and Policy PD1;**
- b) **it does not adversely affect the purposes of the Peak District National Park or is harmful to its valued characteristics;**
- c) **it protects the Outstanding Universal Value of the Derwent Valley Mills World Heritage Site and its buffer zone;**
- d) **the proposed development retains any existing buildings that make a positive contribution to the character and appearance of the settlement;**
- e) **the access would be safe and the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development;**
- f) **it would have a layout, access and parking provision appropriate to the proposed use, site and its surroundings; and**
- g) **it does not conflict with any other relevant policy of this Local Plan.**

4.22 The NPPF sets out that one of the core planning principles is recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it. It goes on to state that planning policies should support economic growth in rural areas by supporting the sustainable growth and expansion of all types of

business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings. Proposals for the diversification of farm businesses, including the re-use of farm and other buildings, will therefore be generally supported, provided they do not have an adverse impact upon the character and appearance of the surrounding area.

4.23 Paragraphs 82, 83 and 84 of the NPPF advises Local Planning Authorities that planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstance apply:

- there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;
- the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;
- the development would re-use redundant or disused buildings and enhance its immediate setting;
- the development would involve the subdivision of an existing residential building.

4.24 Where planning permission is required, new housing in the countryside will generally not therefore be supported, and in any case all development proposals for housing in the countryside must be rigorously justified.

4.25 Applications for development within the countryside will be required to submit evidence to justify why such a location is required. The submission should include an indication of the alternative options that have been considered and an explanation why the countryside location is the preferable choice.

4.26 Wherever development is permitted in the countryside particular care will be needed to ensure that it is integrated sympathetically into the landscape and that its impact is minimised. Development needs to be viewed therefore in its context and in some cases the cumulative impact of successive smaller developments may affect the character of the countryside.

Development in the Countryside

Policy S4: Development in the Countryside

Outside defined settlement development boundaries, and sites allocated for development as defined on the Policies Map, the District Council will seek to ensure that new development protects and where possible, enhances the landscape's intrinsic character and distinctiveness, including the character, appearance and integrity of the historic and cultural environment and the setting of the Peak District National Park whilst also facilitating sustainable rural community needs, tourism and economic development.

Planning permission will be granted for development where:

- a) It comprises the redevelopment of a previously developed site and/or conversion or extension of existing buildings for employment use provided it is appropriate to its location and does not have an adverse impact on the character and appearance of the rural area.
- b) It represents the sustainable growth of tourism or other rural based enterprises in sustainable locations where identified needs are not met by existing facilities.
- c) It comprises rural employment development including home working, commercial enterprises and live-work units, providing that the proposals are of a scale and form that reflects the location, that there would be no significant increase in traffic movements within residential areas and that significant adverse impact on amenity, landscape, or biodiversity can be effectively mitigated or, in the case of heritage assets, any identified harm is outweighed by public benefits of the scheme.
- d) It comprises equestrian development where it does not have an adverse impact upon the character of the area.
- e) It involves development associated with sport and recreational uses in accessible locations and least environmentally sensitive locations.
- f) It comprises proposals for agriculture and related development which helps sustain existing agricultural and other rural based enterprises, including small scale farm shops selling local produce, complementary farm diversification and new agricultural buildings that maintain the landscape quality and character of the countryside.
- g) It comprises proposals for the replacement of a non-residential / non-agricultural building with a more sustainable and appropriate non-residential alternative.
- h) It comprises proposals for enabling development that is required in order to maintain a heritage asset.
- i) It comprises the following forms of new residential development:
 - Housing in fourth and fifth tier villages in accordance with Local Plan Policy S2.
 - A single replacement dwelling in accordance with Local Plan Policy HC7.
 - Affordable housing in accordance with Local Plan Policy HC4.
 - Extensions to existing dwellings in accordance with Local Plan Policy HC10.
 - A Gypsy and Traveller site in accordance with Local Plan Policy HC6.
 - Housing to meet the essential requirements of agriculture, forestry or other rural based enterprise in accordance with Local Plan Policy HC13.
 - Conversion and Re-Use of Buildings in accordance with Local Plan Policy HC8.

- **Development on non-allocated sites on the edge of defined settlement development boundaries of first, second and third tier settlements (Policy S2) in circumstances where there is no 5 year supply subject to consideration against other policies in the Local Plan and the provisions of the NPPF.**
- j) It does not adversely affect the purposes of the Peak District National Park and is not harmful to its valued characteristics.**
- k) It preserves and/or enhances the character, appearance and local distinctiveness of the landscape and landscape setting of the Peak District National Park;**
- l) It protects the Outstanding Universal Value of the Derwent Valley Mills World Heritage Site and its buffer zone.**
- m) It does not lead to excessive encroachment or expansion of development away from the original buildings.**
- n) In the case of proposals to re-use an existing building or buildings, that are capable and worthy of conversion. Any such conversion will involve a building that positively contributes to an established local character and sense of place. In the case of replacement buildings they must bring about environmental improvement.**
- o) In the case of new buildings for essential community facilities, they cannot be accommodated within the identified settlement development boundaries or through the re-use or replacement of an existing building.**
- p) It comprises renewable energy development in accordance with Local Plan Policy PD7.**
- q) Any significant loss of the best and most versatile agricultural land is outweighed by the benefits of the development and the development cannot be sited on land of lesser agricultural value.**
- r) It will have a safe access and will not generate traffic of a type or amount which cumulatively would cause severe impacts on the transport network, or require improvements or alterations to rural roads which could be detrimental to their character.**
- s) It does not undermine, either individually or cumulatively with existing or proposed development, the physical separation and open undeveloped character between nearby settlements either through contiguous extensions to existing settlements or through development on isolated sites on land divorced from the settlement edge.**
- t) It does not conflict with any other relevant policy of this Local Plan.**

4.27The NPPF indicates that every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Strategic Housing Development

4.28 The Derbyshire Dales Housing and Employment Needs Update (2023) reviewed previous work on the Housing Market Area (HMA) for the Derbyshire Dales using criteria such as commuting flows, migration patterns, and house price data. It concludes that the District spans a number of different functional housing market areas.

- The southern part of the District falling within a Wider Derby-focused Housing Market Area. This area includes Ashbourne and Wirksworth;
- The northern part of the District falling within a Sheffield-focused Housing Market Area. This includes Bakewell and Hathersage. There are localised inter-relationships between the north of the District and High Peak (particularly Buxton); and
- The central part of the District, including Matlock, falling within an “area of overlap” between different Housing Market Area; with influences from Sheffield; from Chesterfield; and from Derby.

4.29 The District Council has engaged constructively, actively and on an ongoing basis with its neighbouring authorities. However, authorities are at different stages in plan-making and as such, they have defined HMA boundaries based on a best fit to local authorities, with the geographies that they have defined not including Derbyshire Dales District. However, notwithstanding the above, under the existing arrangements, all of the neighbouring Local Planning Authorities with the exception of Peak Park are proposing to meet their objectively assessed housing needs in full in either their adopted or emerging Local Plans.

4.30 As a consequence of the complex set of relationships that exist and the limited availability of appropriate data, it is not feasible to robustly identify the Objectively Assessed Need (OAN) for housing for each part of the wider HMAs which fall within Derbyshire Dales.

4.31 The NPPF (Dec 2024) states in para 62 that to “determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning practice guidance”. Using the standard method in May 2026, the minimum number of homes needed for the whole of the Derbyshire Dales District Council area is 570 per annum.

4.32 This Local Plan excludes areas of the District which fall into the National Park Planning Area. The Council has sought to identify the split between the two areas. The “Overall Housing Need for Derbyshire Dales Local Plan” (Feb 2026) by ICENI, concluded that based on a District wide level of 575dpa, the Council should plan for 415dpa. Whilst the overall need figure has slightly reduced as a result of changes to the data inputs from Government, for the purposes of plan making the Council has assumed its need is 415dpa or 6,225 over 15 years. Applying a 5% buffer to this need in accordance with the NPPF, this would give an overall need over the period 2027-2042 of 6,537 homes.

4.33 This represents a significant increase of housing need from the adopted plan and previous standard method. It is unlikely that the market will be able to mobilise

quickly to deliver these numbers, and there is lack of available land for new housing. Therefore, a stepped trajectory that increases the requirement over the plan period is appropriate.

4.34 On the basis of the evidence the District Council has concluded that there is capacity to allocate land on sites of 10 dwellings or more which will deliver 4,883 homes for the period up to 2042. Some of these allocated sites will continue to deliver homes beyond the Plan period. Taking account of existing commitments totalling 1,191 homes and windfall development of 840 homes there is a total potential supply of 6,914 homes.

4.35 After applying a lapse rate reduction for sites that do not come forward, this gives a potential total supply of 6,610 homes. The Council has set this as its requirement and has set out that this is a stepped requirement. The table below sets out need and the sources of supply.

	Number of Dwellings
Need:	
Local Housing Need 2027-2042	6,225
5% Buffer	312
Total Need	6,537
Supply:	
Total Net Commitments expected to be delivered from 2027	1,191
Allocated Sites 2027-2042*	4,883
Allowance for lapse of 5%	304
Total commitments and allocations	5,770
Net windfall allowance 2029-2042 of 70dpa	840
Total Supply	6,610
Difference	73

Table 2 Derbyshire Dales Local Plan Housing Need and Supply

*Allocated sites in Policy HC2 without the benefit of planning permission at 1st April 2026 and where development is expected in the period 2026-2042.

Policy S5: Strategic Housing Development

The Housing Requirement is at least 6,610 dwellings over the period 2027-2042. In order to accommodate this requirement, sufficient land is identified to deliver 6,914 dwellings in this period on allocations, existing commitments and a windfall allowance. To reflect the significant increase in housing need this requirement will be stepped as follows:

2027-2032 annual requirement of 271 homes

2032-2037 annual requirement of 500 homes

2037-2042 annual requirement of 551 homes

Strategic Employment Development

- 4.36 In order to sustain and grow the local economy, it is essential that sufficient land is available for businesses. Available land must also be of suitable quality and appropriately located to meet local needs and the objectives of the Local Plan. A range of sites must therefore be made available to satisfy the different requirements of all sectors of the economy.
- 4.37 The Derbyshire Dales Employment Land Needs Assessment (March 2026) concludes that using a trend based model there is a need for 15-18 hectares of new employment land over the period 2024 to 2045 which is considered to represent a reasonable level of growth to plan for on the basis of local commercial needs. Whilst a labour supply model suggests a higher figure it is considered this is unrealistic for the local market to deliver and there is a lack of suitable sites. Although the time periods modelled are longer than the plan period, given the uncertainty over long term needs the 18ha is considered appropriate to plan for and the requirement set out in Policy S6 is a minimum and allows for further development if sites are identified and the market is able to deliver.
- 4.38 The NPPF sets out that in order to help achieve economic growth, Local Planning Authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. Whilst this will generally entail ensuring that the location and design of new business premises are suitable for the modern needs of firms within the Plan area, it will also involve facilitating flexible working practices such as the integration of residential and commercial uses within the same unit.

Policy S6: Strategic Employment Development

The District Council will maintain and where possible, enhance the economic base of the Plan Area.

This will be achieved by making provision for a minimum of 18 hectares (gross) of new employment land on new sites allocated in Policy EC2 and existing commitments.

Matlock/Wirksworth/Darley Dale Development Strategy

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

- 4.40 The evidence from the Derbyshire Dales Retail Study Update (August 2025) indicates that Matlock town centre is attractive and well maintained and has a reasonable environment which is only reduced by the level of traffic travelling through. Pedestrian levels are good and there are plenty of units such as coffee shops to increase dwell time, coupled with several units selling items such as antiques and second hand goods, which cater for the tourist trade as well as residents.
- 4.41 The Study considers Matlock town centre to be a healthy centre which acts as a focal point for the wider surrounding area and as such provides a range of national retail operators, which include a series of 'attractors' such as Sainsbury's, Co-op, Iceland, M&S, McDonalds and Aldi along with banks, services and offices with occupiers such as Derbyshire County Council.
- 4.42 The designation of the Derby-Matlock rail line as a Community Rail line, and the introduction of hourly rail services beyond Derby has provided real opportunities for modal shift for visitors and commuters, and as a result there has been a significant increase in passenger numbers. The relatively flat area adjacent to the River Derwent also provides opportunities for modal shift, particularly for cycling and walking. The Plan allows acknowledges consideration of studies and proposals by other authorities and strategic bodies for the strategic reconnection by rail of Matlock to Buxton, Millers Dale, Chinley and thence to Manchester
- 4.43 Wirksworth is an attractive market town with medieval origins. Its development is primarily associated with lead mining and more recently limestone quarrying. Wirksworth has a compact town centre, focused around the Old Market Place, with its array of historic buildings and principal streets leading off. Much of the town centre is designated as a Conservation Area. The town and parish have other designated heritage assets including a larger number of listed buildings and several scheduled monuments. Furthermore, in recognition of the town's important historic environment and architectural qualities over four hundred properties are covered by an Article 4 Direction which restricts inappropriate, external alterations.
- 4.44 To the south of the town the landscape is some of the highest quality in Derbyshire. The population of the town has fluctuated over time, according to local economic conditions. It has however been at such a level as to sustain all 'key' services and facilities. Although the town acts as a local focus for its residents there are considerable daily outward movements to Matlock and Derby. Although the majority of these will be car borne, there are however good public transport links which allow commuting to Belper, Derby and Matlock from Wirksworth. The re-opening of the Wirksworth to Duffield Railway line provides an alternative means of transport for local residents.
- 4.45 The evidence from the Derbyshire Dales Retail Study Update (August 2025) indicates that Wirksworth town centre predominantly serves a very local catchment and this is reflected in the high number of local independent traders and limited national operators. The centre would seem to adequately serve local needs as well as some tourist needs given the high numbers of public houses/wine bars. The study describes Wirksworth as an attractive and well maintained centre with a pleasant environment and a low number of vacant units.

- 4.46 Darley Dale is situated to the north-west of Matlock and comprises several linear settlements that extend up the hillside to the north-east, beyond which is some of the highest quality landscape in Derbyshire. Whilst there is no designated Conservation Area at Darley Dale it does possess several designated heritage assets including listed buildings and a registered historic park and garden. Its growth during the second half of the 19th century is associated with Sir Joseph Whitworth, the armaments manufacturer who lived at Stancliffe Hall. Through his benefaction the impressive Whitworth Centre and its associated park were constructed/formed in the 1890's. Although the level of population within Darley Dale has been sufficient to maintain the viability of all key services and facilities in the town, these however only provide day-to-day needs, with Matlock providing those essential services not available within Darley Dale. There are good public transport links between the main A6 settlements of Darley Dale and Matlock, which allow daily commuting into/out of Matlock.
- 4.47 The character of Darley Dale is also defined by its network of green infrastructure – the steeply wooded valleys and fields that feed down to the River Derwent from the moors to the North East. The footpath network and undeveloped landscape breaks provide an important biodiversity habitats as well as vital informal recreational space for residents and visitors.
- 4.48 Tansley is situated approximately 2.5 kms east of Matlock. Recent increases in population have not been sufficient to maintain or to stimulate new service provision within the village. The village is served by limited public transport, which allows for commuting to Matlock only. It has capacity to accommodate new development without detriment to its character and appearance but that does need a separate access onto the main Matlock to Alfreton Road due to the nature of the existing road into the village centre. Any new development would need to address Tansley's relative isolation from services including shops and a secondary school that is not adequately addressed by public transport or walking or cycling routes.
- 4.49 Between Matlock and Wirksworth lie Matlock Bath and Cromford. Matlock Bath sits on the River Derwent in the gorge between Matlock and Cromford. It is an important visitor location enjoyed by many every weekend when the weather is pleasant. Matlock Bath has shops, amusement arcades, cafes, restaurants and pubs along the A6 to service this market, and in addition has two major tourist attractions, the Heights of Abraham and Gulliver's Kingdom. These two sites bring many visitors to the District. The Grand Pavilion provides an additional attraction that is need of support to maintain this position. Housing rises up the steep valley side above the A6. Holiday accommodation is provided mainly in guest houses, holiday lets and B&Bs. Development in Matlock Bath is difficult because of its geography with very limited available land mostly unsuitable for building. Development is also constrained by heritage designations. Therefore, for this Plan, the main aim is to support and enhance its position as a visitor location.
- 4.50 Cromford lies near the River Derwent at the bottom of Cromford Hill leading to Wirksworth. It sits on the busy A6 junction with the routes to Wirksworth and towards Newhaven and Buxton. Cromford itself is renowned for being the "birthplace of the industrial revolution". In 1771, Richard Arkwright built the first successful water powered cotton spinning mill there and provided the first industrial worker housing in

Cromford itself. Cromford, therefore, is of historical importance and the mills themselves and some parts of Cromford are within the Derwent Valley Mills World Heritage Site. While there has been 20th Century development within Cromford and the surrounding area, opportunities for further development are limited since it falls within the buffer zone of the World Heritage Site and a conservation area covers much of the centre of Cromford and development along Cromford Hill and Via Gelia, the meadows along the Derwent to the south east, and the Derwent valley to the north. There are many listed buildings within Cromford. For this Plan, the main aim is to support the aims of the Derwent Valley Mills World Heritage Site for Cromford.

- 4.51 Matlock and Wirksworth are identified as Market Towns in the Settlement Hierarchy and as such are considered to be the most sustainable locations for most new development. The spatial strategy identifies Matlock and Wirksworth as primary areas within the Local Plan area for new development, where significant levels of employment and service provision will be maintained. Darley Dale is identified as a Local Service Centre. It has the ability to support sustainable patterns of living because of current levels of facilities, services and employment opportunities. It can provide for additional jobs and appropriate homes in order to help sustain and, where necessary, enhance current services and facilities, promoting better levels of self containment and a viable, sustainable community.
- 4.52 Residents support and are keen that the District Council continue to protect the open spaces along the A6 Corridor between Matlock and Darley Dale. The Local Plan seeks to ensure that the open spaces protect the identity of the two settlements and ensure that there is no coalescence (see Policy PD10).
- 4.53 Whilst there are no large scale concentrations of industrial development in Matlock or Wirksworth there are employment sites of importance in terms of the number of jobs that exist on site and their ability to make a significant contribution to the overall principle of delivering sustainable development. To ensure the continued availability of existing employment land, a number of these sites have been safeguarded from redevelopment to other uses.
- 4.54 In addition to these employment sites there are opportunities at Halldale Quarry, Cawdor Quarry, Matlock and Middleton Road, Wirksworth to bring forward high quality employment as part of mixed-used developments. The development of these sites will benefit both communities by providing more opportunities for residents to live close to their workplace and be less reliant upon the motor car as the primary mode of transport.
- 4.55 The vitality and viability of Matlock and Wirksworth town centres is essential to the overall sustainability and attractiveness of these towns. Consequently, maintenance and enhancement of the town centres will be essential to local quality of life and sustainability as well as to their continuing status as two of the main retail centres within the Wider Peak District.
- 4.56 The strategy will be to protect and enhance existing retail provision and community spaces, commensurate with the current role and function of the town centres as identified in the Derbyshire Dales Retail Study Update (August 2025).

POLICY S7: Matlock / Wirksworth / Middleton by Wirksworth / Darley Dale / Tansley Development Strategy

The District Council will seek to promote the sustainable growth of Matlock, Wirksworth, Middleton by Wirksworth, Tansley and Darley Dale whilst promoting and maintaining the distinct identity of its settlements, provide an increasing range of employment opportunities, promote the growth of a sustainable tourist economy and meet the housing needs of the local community.

The Council will require larger development proposals to provide a range of local services and facilities, jobs and green infrastructure to ensure the creation of sustainable communities.

This will be achieved by:

- a) Promoting and maintaining the distinct identity of the settlements which make up the central area by;**
 - Protecting sites designated for environmental value, public open spaces, local and European wildlife sites, recreation areas and allotments.**
 - Maintaining a strategic gap between Matlock and Darley Dale including Upper Hackney through the protection of important open spaces in order to avoid the coalescence of Matlock and Darley Dale and to support the vitality of green infrastructure (Policy PD10).**
 - Maintaining and where possible, enhancing the vitality and viability of Matlock and Wirksworth Town Centres.**
 - Maintaining and where possible, enhancing the vitality and viability of Darley Dale local centre.**
 - Improving the western gateway to Matlock and supporting the redevelopment of the former Market Hall, Bakewell Road, Matlock, for a mixed use regeneration scheme.**
 - Supporting development proposals that maximise the potential of the River Derwent as a key asset of Matlock town centre.**
 - Protecting and enhancing the historic environment (in line with Policy PD2).**
 - Protecting and where possible enhancing biodiversity and geodiversity.**
- b) Providing for the housing needs of the community by planning for sustainable housing and mixed use developments by;**
 - Allocating a range of suitable, deliverable housing sites sufficient to meet the requirements of the plan area including the delivery of appropriate levels of affordable housing to meet local needs.**
 - Supporting the development of new housing on sustainable sites.**
 - Supporting the development of new housing within the mixed redevelopment of industrial legacy sites including Cawdor Quarry, Halldale Quarry, Middle Peak Quarry and Middleton Road.**
 - Ensuring design of new housing minimising the impact of climate change and delivers homes that are climate resilient (in line with Policy PD7).**
- c) Encouraging the growth of local employment opportunities and supporting the diversification of the economy and growth of local business by;**
 - Allocating suitable, deliverable sites for industrial and business use sufficient to meet the economic needs of the area.**
 - Supporting the provision of employment within mixed redevelopment of the industrial legacy sites including Cawdor Quarry (Matlock), Halldale Quarry (Matlock) and Middleton Road (Wirksworth).**
 - Encouraging the growth of sustainable tourism.**
 - Safeguarding existing employment sites for industrial and business use unless specifically allocated for an alternative use.**

- **Protecting the Outstanding Universal Value of the Derwent Valley Mills World Heritage site whilst also realising its economic potential.**
 - **Supporting the development of Matlock Bath as a tourist destination for the 21st Century.**
- d) **Supporting enhancements to key community services and infrastructure and connectivity to meet the needs of the local population and support growth by;**
- **Working with partner organisations to enable improvements to school capacity in the area through the safeguarding of sites for existing and future educational purposes.**
 - **Working with the NHS Integrated Care Board to facilitate improvements to health provision in Matlock and Darley Dale, particularly dentistry.**
 - **Supporting improvements to the range and quality of town centre retail and services in Matlock and Wirksworth town centres.**
 - **Safeguarding the route of the Peak Rail extension to Rowsley.**
 - **Safeguarding and enhancing the routes of the Derwent Valley Cycleway and White Peak Loop, and additional/ alternative routes as needed.**
 - **Working to maintain and improve the provision of local leisure and cultural facilities and services.**
 - **Promote and implement improvements to active travel along the A6 Darley Dale to Matlock A6 Corridor, Matlock Town Centre, and the railway station as part of new developments.**

Ashbourne Development Strategy

4.57 Ashbourne is known as the 'Gateway to Dovedale'. It is an attractive historic town, with origins in the medieval period. Much of the town centre is designated as a Conservation Area. Ashbourne is renowned as being one of the finest Georgian towns in England, its prosperity during the 18th and early 19th centuries has left an architectural legacy of important buildings which now form a distinctive characteristic of the town centre. The core of the town is designated as a Conservation Area but also has other designated heritage assets including an unusually large number of listed buildings in recognition of its important and fine architectural heritage. In addition to the designated heritage assets there are many non-designated heritage assets contained within the Derbyshire Historic Environment Record. The population of the town grew from 5,579 in 1971 to 9,452 in 2021 (Census). The town is well served by a good variety of services and facilities. As a market town it acts as a focus for a range of bus services to villages and towns and a frequent service to Derby and Uttoxeter.

4.58 Ashbourne is situated within a large rural hinterland and is largely self-contained. The town is the main employment and service centre for the southern part of the Derbyshire Dales.

4.59 Over the last two-years Ashbourne Town Centre has benefited from significant improvements to the highways and accessibility; public realm and the development of a link community hub through the Ashbourne reborn partnership programme. The programme was principally funded by the UK Government through a £13.4m funding allocation from the Levelling Up Fund (LUF) and Local Regeneration Funding. The enhancements to the key public spaces and Ashbourne Methodist Church community hub within Ashbourne Town Centre, play an important role in helping the wider

economic and community needs and has contributed to the overall sustainability of the town.

- 4.60 Maintaining the vitality and viability of Ashbourne town centre is essential for the overall sustainability of the town. The Waterside Retail Park has broadened the extent of the retail provision within the town. There is however very little capacity for additional growth in retail floorspace in Ashbourne, and few sites available within or on the edge of the town centre. The strategy will be to safeguard, and where opportunities arise, to improve the environment of Ashbourne town centre, as a means of maintaining its position as one of the main retail centres within the Wider Peak District and its attractiveness for both residents and visitors.
- 4.61 The Ashbourne Airfield Industrial Estate, which sits to the south east of the town is the largest industrial estate within the Plan area. As such it remains an important component in maintaining the sustainability of Ashbourne by providing an opportunity for local residents to use other modes of transport than the motor car to access this site. Its location and size are such that it is of strategic importance to the town and the surrounding rural hinterland.
- 4.62A significant amount of previously developed land remains, which is a remnant of the former airfield to the east of the current Ashbourne Airfield Industrial Estate. This has the potential for a mixed use re-development which provides a second access into the Industrial Estate, relieving considerable congestion at the current Blenheim Road/Derby Road junction. In March 2017, the Council granted outline planning permission for a residential development of 367 dwellings, provision of 8 hectares of employment land, ancillary commercial and community facilities, strategic landscaping, a new link road and associated infrastructure on land immediately adjacent to the current Industrial Estate. In addition, it is proposed to allocate further land at the former airfield for development (see Policy DS10 in Section 8).
- 4.63 Waterside Park, on the site of the former Nestle factory has broadened the range and quality of modern office and employment premises within the town. Furthermore, the Henmore Trading Estate is an important employment area which provides opportunities for small scale local businesses. Both of these are situated within the Settlement Development Boundary of Ashbourne and are important because of the contribution they make to delivering sustainable development.
- 4.64 Congestion in Ashbourne Town Centre has caused significant problems for a considerable time. The volume of traffic passing through the centre has a detrimental impact on environmental quality and affects the character and appearance of the area. A southern bypass for the town was constructed in the 1990's as a means of relieving the town centre of traffic. The District Council remains supportive of the principle of bypasses to connect the A52 with the A515 and the A517 should funding opportunities arise. The Ashbourne Reborn Link Project has provided a range of sustainable transport options to improve connectivity, including public transport information provision, charging for e-bikes and connections to the Tissington Trail.
- 4.65 The existing signalised junction of Station Street/Compton Street/Sturston Road/Derby Road/Old Hill already experiences peak hour congestion and has been the source of a number of accidents over the years. Whilst the potential to increase the capacity of these junctions through physical junction improvements is limited,

mitigation measures and the promotion of sustainable transport interventions will be required.

4.66 Ashbourne is identified as a Market Town in the Settlement Hierarchy and as such is a priority location for new development where significant levels of employment and service provision will be maintained.

Policy S8: Ashbourne Development Strategy

The District Council will seek to promote the sustainable growth of Ashbourne whilst seeking to safeguard its important role as a historic market town serving a wide rural hinterland.

The Council will require larger development proposals to provide a range of local services and facilities, jobs and green infrastructure to ensure the creation of sustainable communities.

This will be achieved by;

- a) Protecting and enhancing the unique character of Ashbourne whilst also seeking to meet its future development needs by:**
 - protecting sites designated for environmental value, public open spaces, local and European wildlife sites, recreation areas and allotments;
 - maintaining and where possible enhancing, the vitality and viability of Ashbourne Town Centre;
 - protecting and enhancing the historic environment (in line with Policy PD2);
 - protecting and where possible enhancing biodiversity and geodiversity.
 - Open spaces designed to maximise biodiversity and habitat connections.
- b) Providing for the housing needs of the community by planning for sustainable housing and mixed use developments by:**
 - allocating a range of suitable, deliverable housing sites sufficient to meet the requirements of the Plan area including the delivery of appropriate levels of affordable housing to meet local needs;
 - supporting the development of new housing on sustainable sites;
 - supporting the development of new housing within the mixed redevelopment of opportunity sites such as Ashbourne Airfield and Ashbourne Gateway.
 - Ensuring design of new housing minimising the impact of climate change and delivers homes that are climate resilient (in line with Policy PD7).
- c) Encouraging the growth of local employment opportunities and supporting the diversification and growth of local business by:**
 - allocating suitable, deliverable sites for industrial and business use sufficient to meet the economic needs of the area;
 - supporting the retention and provision of employment within mixed redevelopment of the industrial legacy sites;

- encouraging the growth of sustainable tourism;
 - safeguarding existing employment sites for industrial and business use unless specifically allocated for an alternative use.
- d) Supporting enhancements to key community services and infrastructure and connectivity to meet the needs of the local population and support growth by:
- supporting the principle of bypasses to connect the A52 with the A515 and the A517;
 - Provide new & enhanced outdoor sporting facilities in Ashbourne to serve local community groups; residents and visitors; including addressing grass rugby union and 3G shortfalls at Ashbourne through a potential school focused 'Mini Sports Hub';
 - working with partner organisations to secure the implementation of appropriate traffic management and mitigation measures;
 - working with partner organisations to enable improvements to school capacity in the area through the safeguarding of sites for existing and future educational purposes;
 - working with the NHS Integrated Care Board to facilitate improvements to health provision in Ashbourne;
 - supporting improvements to the range and quality of town centre retail and services in Ashbourne town centre;
 - working with partner organisations and developers to improve traffic flows throughout the town and minimising traffic congestion in the town centre;
 - working to maintain and improve the provision of local leisure and cultural facilities and services.

Rural Parishes Development Strategy

4.67 Beyond the hinterland of the Market Towns and their surrounding areas the remaining part of the Plan area consists of attractive rural villages and scattered hamlets with a rich and varied landscape in between.

4.68 The villages and hamlets in the Rural Parishes have varying degrees of access to services, facilities, and public transport. The largest of the villages in the Rural Parishes are Brailsford, Hulland Ward, and Doveridge.

4.69 The strategy for the Rural Parishes is to ensure that new development does not have any significant adverse impact upon the character and appearance of these villages, and the surrounding countryside. The strategy also seeks to provide for the continued sustainability of these communities focussing on improving access to services and facilities and delivering appropriate levels of affordable housing to meet local needs. For the larger villages of Brailsford and Doveridge, development will provide appropriate range of social, community and employment uses to support the creation of sustainable communities.

POLICY S9: Rural Parishes Development Strategy

The District Council will seek to promote the sustainable growth of the rural parishes whilst promoting and maintaining the distinct identity and historic character of

individual settlements, improving accessibility to services and facilities wherever possible and meeting the housing needs of local communities.

The Council will require larger development proposals to provide a range of local services and facilities, jobs and green infrastructure to ensure the creation of sustainable communities.

This will be achieved by;

- a) Promoting and maintaining the distinct identity of the settlements which make up the rural parishes by:
 - protecting the character and local distinctiveness of the villages and hamlets;
 - protecting sites designated for environmental value, public open spaces, local and European wildlife sites, recreation areas and allotments;
 - protecting and enhancing key rural services and facilities which support rural communities including shops, public houses, village halls etc.;
 - protecting the open countryside and high quality environment from inappropriate development;
 - protecting and enhancing the historic environment of rural villages (in line with Policy PD2).
- b) Providing for the housing needs of the community by planning for sustainable housing and mixed use developments by:
 - allocating a range of suitable, deliverable housing sites sufficient to meet the requirements of the plan area including the delivery of appropriate levels of affordable housing to meet local needs;
 - supporting the development of affordable housing on rural exception sites;
 - supporting the development of new housing on sustainable sites;
 - ensuring design of new housing minimising the impact of climate change and delivers homes that are climate resilient (in line with Policy PD7).
- c) Encouraging the growth of local employment opportunities and supporting the diversification and growth of local business by:
 - encouraging farm diversification schemes in sustainable locations;
 - supporting the retention of existing and provision of new employment within existing communities;
 - encouraging the growth of sustainable tourism in appropriate locations.
- d) Protecting existing and supporting enhancements to key community services and infrastructure and connectivity to meet the needs of the local population and support growth by:
 - working with partner organisations to enable improvements to school capacity in the area through the safeguarding of sites for existing and future educational purposes;
 - working with the NHS Integrated Care Board to facilitate improvements to health provision in rural centres.

Local Infrastructure Provision and Developer Contributions

4.70 Community services and facilities include education, health and social services, public and emergency services, village halls, community buildings, social clubs, libraries, cultural facilities, places of worship, allotments and cemeteries. The term

“infrastructure” is used to refer to all of the social, physical and “green” facilities needed for the proper functioning of the Plan Area and the communities within it, having regard also to the interaction with the surrounding areas and includes the provision of infrastructure by utility companies such as Severn Trent Water, and United Utilities.

4.71 The approach towards infrastructure is firstly to make the most of the capacity of existing infrastructure; encouraging behavioural change where this will enable more efficient use of the existing infrastructure, remedying any major deficiencies in existing infrastructure and providing new infrastructure that is needed to serve the new development proposed in this Local Plan.

4.72 The District Council has sought to work with many different organisations to ensure that the plan is prepared through a process of continuous engagement. In preparing the Local Plan the District Council has prepared an Infrastructure Delivery Plan (IDP) to identify what strategic infrastructure is needed to support the amount and distribution of growth proposed in the Local Plan, and how much it will cost, including the funding shortfall identified after taking account of already committed funding. In preparing the IDP we have also worked closely with neighbouring authorities to consider whether there are any issues of strategic importance that require close co-operation to deliver the Local Plan. Furthermore, the District Council has held discussions with key infrastructure providers to ensure that plans are in place for the delivery of key infrastructure. Whilst the District Council has sought to determine that there are suitable mechanisms in place to deliver the necessary infrastructure there remains a few areas which will require detailed feasibility studies by delivery agencies to ensure the infrastructure will be in place to support the growth across the Plan area.

POLICY S10: Local Infrastructure Provision

The District Council will work with partners with the expectation that they will provide infrastructure at the right time to meet the needs of the District and to support the development strategy. The release of land for development will be informed by capacity in the existing local infrastructure to meet the additional requirements arising from new development. Suitable arrangements will be put in place to improve infrastructure, services and community facilities, where necessary. Development proposals must demonstrate that necessary infrastructure, as identified in the Infrastructure Delivery Plan and set out in the IDP tables contained in the Appendix, is delivered in a timely manner and phased to align with the capacity of existing networks and planned improvements. The IDP tables will be updated periodically and applicants must ensure they refer to the most up to date version.

This will be achieved by:

- **Providing for health and social care facilities, in particular supporting the proposals that help to deliver the Derbyshire Health and Wellbeing Strategy and other improvements to support local NHS Integrated Care Boards.**
- **Requiring that new development is suitably located and supported by appropriate complementary measures to ensure accessibility to facilities, services and jobs and the health and well-being of local communities.**
- **Ensuring proposals assess and consider the cumulative transport, education, health, and drainage impacts with other nearby sites.**
- **Facilitating enhancements to the capacity of education, training and learning establishments throughout the Plan Area.**

- Securing new transport infrastructure, including for walking and cycling to encourage modal shift, address traffic congestion and support growth identified in the Local Plan.
- Supporting improvements to energy and utilities networks.
- Supporting improvements to and extension of telecommunications and the provision of superfast broadband infrastructure (where feasible) in accordance with industry standards.
- Ensuring the availability of water, flood risk infrastructure (including maintenance of flood defences) and wastewater infrastructure by working with utility providers including Severn Trent Water, the Environment Agency and Derbyshire County Council as Lead Local Flood Authority to promote a coordinated approach to the delivery of development and future infrastructure works.
- Supporting the provision of open space, sports and recreation facilities in order to meet the current and future needs of the district.
- Supporting improvements to, or the provision of new, waste management infrastructure required to support development.
- Safeguarding land needed for critical elements of future infrastructure provision through Local Plan allocations or designation.
- Providing for green infrastructure and enhancement of ecological networks through developer contributions.

New development will be permitted only where the infrastructure necessary to serve it is either available, or where suitable arrangements are in place to provide it within an agreed timeframe. Arrangements for the provision, or improvement of infrastructure directly related to a planning application will be secured by planning obligation or, where appropriate, via conditions attached to a planning permission. This will ensure that the necessary improvements can be completed prior to occupation of development, or the relevant phase of a development.

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

The adequacy of infrastructure provision throughout the Plan Area will be the subject of regular monitoring by reviewing the Infrastructure Delivery Plan to ensure that the sites and policies of the Local Plan remain deliverable.

Policy S11: Developer Contributions

Developer contributions will be sought to make sure that the necessary physical, social, public realm, economic, community and green infrastructure is in place to deliver development. Contributions will be used to mitigate the adverse impacts of development (including cumulative impacts). Such contributions will help facilitate the infrastructure needed to support sustainable development.

Development proposals will be expected to provide a contribution towards the cost of infrastructure, as set out in Appendix 5. Subject to statutory processes and regulations, contributions may be collected towards:

- a. Initial costs, e.g. design and development work and pump priming of projects or programmes;

- b. Capital costs;**
- c. Ongoing revenue such as the management and maintenance of services and facilities including monitoring fees;**
- d. Any other infrastructure related costs permitted by law and identified as a local need;**

Contributions will be collected through Section 106 agreements.

Where the proposed provision of developer contributions is below the requirements set out in Appendix 5 due to viability constraints, the District Council will require applicants to provide evidence by way of a financial appraisal to justify any reduction in provision.

Where necessary infrastructure is identified, and the requisite funding sought through developer contributions cannot be provided, this may not be considered to deliver a sustainable form of development.

In circumstances where a reduced level of contributions are agreed, the Council will require a review mechanism.

5. Protecting the Derbyshire Dales Character

- 5.1 The landscape of the Plan area is some of the most highly sensitive and attractive outside of the Peak District National Park. Given the high quality environment of the Plan area, and its relationship with the Peak District National Park it is appropriate to set out a strategy that addresses those elements that make up its character.
- 5.2 Preparing a Plan that is locally distinct is a challenge for all Local Planning Authorities. The spatial portrait identifies those elements of the Plan area that are unique and need to be specifically addressed. One of the main themes of this Local Plan is the protection of the character and appearance of the Plan area. This section, therefore, seeks to set out the approach to be taken with regard to design, the built and historic environment, biodiversity, green infrastructure, and landscape character.

Design and Place Making

- 5.3 The Derbyshire Dales are a special place with a unique and valued character. Towns and villages have distinct local characteristics defined by their architectural and historic development, the local landscape and natural environment as well the use of natural materials such as stone. The distinct sense of place and high environmental quality of the towns and villages is a major factor in attracting people to live in, work and visit the area.
- 5.4 The special character of the Derbyshire Dales is vulnerable to poorly designed and inappropriate development. This policy along with the Derbyshire Dales Design Code, which forms part of the Local Plan as an appendix, sets out requirements to ensure that future development within the plan area strengthens local identity and avoids harm, whilst encouraging well considered and appropriate innovation.
- 5.5 Well-designed buildings respond to the character and setting of their surroundings and make a positive contribution to the protection and enhancement of attractive places and local identity. It is essential that new development achieve a high standard of design to maintain this district sense of place by reflecting upon the locally distinct character and features of the area. Where relevant, Design and Access Statements should set out how proposals have evolved to respond to the requirements of this policy and the Design Code from pre-application stage to submission. Furthermore, applicants will be encouraged to engage with the local community and other stakeholders early in the design process, and to use tools like 'design reviews', so that proposals reflect local feedback and achieve high design quality. The scope of engagement should be proportionate to the proposals scale and sensitivity, and applicants should clearly show how design has evolved in response to the feedback received.
- 5.6 Given the constraints and challenges facing the Plan area, new development should be designed so that it is flexible and easily adapted to changing future uses. The rich variety of architectural styles and historic features in the Plan area needs to be protected and enhanced. Alterations to existing buildings and new development should be designed to complement the local distinctiveness of the area and make a positive contribution to the quality of the built and natural environment. A balance must be sought however, between protecting historic development and allowing new

development that satisfies modern design requirements and contributes to the economic and social well-being of communities.

- 5.7 New development must be durable and should take account of challenges of climate change and natural hazards such as flood risk and contaminated or unstable land. Development should also design in opportunities for sustainable design and construction methods and biodiversity net gain from the outset as means of reducing and mitigating the direct and indirect impacts on the natural environment.
- 5.8 The population changes forecast for the District Council area envisage a significant growth in the elderly population over the plan period to 2042. But the needs of other groups, particularly children and the disabled must also be accommodated. The District Council will therefore seek to ensure that the design and layout of new housing development is such that it can meet the future needs of all residents of the area supported by policy HC11.
- 5.9 In respect of design considerations for proposals for new or altered shop fronts, shop fronts should be designed as an integral part of the building, respecting the architectural composition of upper floors and surrounding street character (scale, proportion, detailing, colour. Signage, fascias and advertisements must avoid visual clutter and be proportionate to the façade. The design should align with local shopfront traditions (e.g. modest fascia depth, one hanging sign per shop) and use complementary colours and quality materials, to maintain townscape quality and distinctiveness.
- 5.10 Security measures (roller shutters, grilles) should be carefully designed or internalised to avoid harm to the street scene. Illumination of signs should be discreet (e.g. external down-lighting) and not overly dominant, particularly in sensitive areas.
- 5.11 Disabled access to commercial premises should be achieved wherever possible without detriment to the frontage's design or historic character (with early liaison with Building Control and conservation officers for listed buildings).
- 5.12 It is recognised that good design includes an early, landscape-led approach. Development proposals are encouraged to integrate natural site features (topography, mature trees, watercourses) into the design concept, rather than imposing standard layouts from the outset. In all developments, especially at sensitive locations, use of traditional boundary treatments and materials characteristic of the area will be encouraged.

POLICY PD1: Design and Place Making

New development in the Derbyshire Dales will create well-designed, sustainable places that respond positively to their context. These places will enhance local character and cultivate a strong sense of place, being socially integrated, inclusive and high-quality environment where people enjoy living and working. Innovation, climate responsive design and efficient use of land are actively encouraged in all development (and are expected in major development schemes), alongside strengthening the distinctive identity of each settlement and sense of place.

This will be achieved by:

- a) **Requiring all development to be of high quality design that respects the character, identity and context of the Derbyshire Dales townscapes and**

landscapes and reflects the requirements of the Derbyshire Dales Design Code.

- b) Ensuring that new development is designed to be accessible and adaptable, offering flexibility for future needs and uses taking into account demographic and other changes, in line with Policy HC11.
- c) Requiring all new housing development to be in accordance with Nationally Described Space Standards at a density that respects the character and appearance of the locality and makes the most effective use of land, unless it can be demonstrated that there are significant constraints to development, where the circumstances provide the opportunity to improve the character of the area through development that is at a density that differs from existing development.
- d) Ensuring that all new development is based on a thorough site appraisal and that 'design quality' is reflected in the development through a clear understanding of site context including reference to any Design Statements, Neighbourhood Plans, and is sensitive to its context as well as contributing to sustainable living.
- e) Requiring that isolated examples of poor quality or unattractive development are not taken as precedents for further development of a similar kind to ensure improvements in the built environment may be secured.
- f) Requiring that development on the edge of settlements enhances and/or restores landscape character and the setting of the settlement, particularly in relation to the setting and character of the Peak District National Park and the Derwent Valley Mills World Heritage Sites.
- g) Requiring that development contributes positively to an area's character, history and identity in terms of scale, height, density, layout, appearance, materials, and the relationship to adjacent buildings and landscape features.
- h) Requiring that development creates a positive relationship to adjacent development creating a high standard of amenity for existing and future users and does not cause unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light, air and odour pollution or other adverse impacts on local character and amenity.
- i) Ensuring development is designed to mitigate climate change (through low – carbon solutions and green infrastructure) and to adapt to its effects (e.g. sustainable drainage, shade and ventilation to prevent overheating. Ensuring internal and external environments remain comfortable in hotter temperature e.g. through orientation and tree planting.
- j) Requiring that public and private spaces are well-defined, designed to be safe, attractive, complement existing built form and retain significant landscape features such as mature trees.
- k) Requiring that developments provide easy access to local facilities and services, are easy to move through and around, incorporating well integrated car parking, attractive and accessible pedestrian and cycle routes on site, between adjacent sites and to local services and facilities.
- l) Requiring that developments are designed to maximise opportunities for play and interaction and to minimise opportunities for anti-social or criminal behaviour and promote safe living environments.
- m) Requiring the inclusive design of developments, including buildings and the surrounding spaces, to ensure access and use by everyone, including children, the elderly and people with a disability.
- n) Requiring new or replacement shopfronts (including signage) to be of high quality design that complements the buildings architecture and wider streetscape.

Protecting the Historic Environment

- 5.13 The historic environment plays a key part in making the Derbyshire Dales a diverse and special place. It is varied and unique, and many of its heritage assets are recognised internationally and nationally as well as locally as an irreplaceable resource.
- 5.14 The historic environment contains a number of assets including listed buildings, conservation areas, scheduled monuments, registered parks and gardens, archaeological sites, and other non-designated buildings and areas which contribute to the character of the local area, particularly historic farmsteads and farm buildings which may be designated or non-designated heritage assets. Heritage assets also make a significant contribution to character, appearance and the sense of local identity and new development should make a positive contribution to the historic character of the area.
- 5.15 The Council seeks to promote a positive strategy for the conservation, enjoyment and enhancement of the historic environment. The NPPF and National Planning Policy Guidance both stress that heritage assets should be conserved in a manner appropriate to their significance. The Council values heritage assets for their historic, architectural, artistic evidential and archaeological interest and recognises their important role in both national culture and local environment.
- 5.16 In December 2001, the Derwent Valley Mills in Derbyshire became inscribed as a World Heritage Site. This international designation confirms the Outstanding Universal Value of the area as the birthplace of the factory system where in the 18th Century water power was successfully harnessed for textile production and became the model for factories throughout the world. Stretching 15 miles down the river valley from Matlock Bath to Derby, the World Heritage Site contains a fascinating series of historic mill complexes. Much of the cultural landscape setting associated with the mills and their communities of the 18th & 19th Centuries has also survived.
- 5.17 Particular scrutiny will be given to proposals relating to development in the World Heritage Site (and its Buffer Zone) which have the potential to impact on its identified Outstanding Universal Value. Proposals for development may be referred, where appropriate, to the World Heritage Site Partnership for detailed appraisal.
- 5.18 The heritage assets of the Plan area, and their relationship with the surrounding built environment make a significant contribution towards defining the area's local distinctiveness, as well as making it an attractive place in which people want to live and work. That special character is recognised in the designation of Conservation Areas and is described in a number of Conservation Areas Appraisals. It also makes the area desirable for visitors and tourists and has considerable benefits for the local economy. The strategy is therefore to ensure that the special character and appearance (and significance) of the built and historic environment across the plan area is protected and wherever possible enhanced.
- 5.19 The historic environment of the Derbyshire Dales extends to many more aspects than the sum total of the designated heritage assets. To protect the distinctive character and appearance of the Plan area, the District Council will continually review the extent of protection offered. This, for example, could include certain assets being

given statutory protection by formal designation, that the number and extent of conservation areas are reviewed and that other means of identifying those assets that need protection on account of their local significance are positively identified through the compilation of lists of local buildings of special architectural or historic interest. Furthermore, the Council will continue to review and update Article 4 Directions, where relevant.

5.20 The District Council has previously adopted Supplementary Planning Documents relating to the conversion of farm buildings, and on shop fronts and commercial properties in respect of design guidance. These will be reviewed once the Local Plan has been adopted to ensure that they can continue to be used in the assessment, consideration and determination of planning applications as Planning Guidance. In respect of proposals for mitigation and adaptation to climate change and retrofit within the historic environment consideration of guidance published by Historic England “Adapting Historic Buildings for Energy and Carbon Efficiency – Historic England Advice Note 18” (HEAN 18) (February 2026) should be made.

5.21 In the case of redundant farm buildings, which may be designated or non-designated heritage assets and which may be of a traditional construction, the internal open spaces, timber roof structures and any surviving historic fittings are often integral to their significance; construction schemes should strive to retain such features and minimise subdivision. Many traditional farmsteads have medieval or post medieval origins; proposals may need an archaeological assessment of both structure and below-ground remains (e.g. historic floor layer, farmyard archaeology) to inform decisions.

5.22 Development proposals that are likely to have an impact upon the significance and/or the setting of a heritage asset will be required to be accompanied by heritage assessments containing sufficient information and details to understand the potential impact of the proposals on that significance. The level of information and detail to be submitted should be proportionate to the asset's significance. This will normally include a written statement clearly identifying and describing the significance of the heritage asset, and its setting, and the potential impact(s) of the proposed development on that significance, setting and fabric. Detailed drawings clearly describing the proposals and/or desk-based assessments, may have to be prepared by a suitably qualified person or a relevant recognised body.

5.23 In town and local centres traditional shopfronts and features (e.g. historic fascias, pilasters, glazed tiles, cast-iron columns) can be valuable heritage assets in their own right. Alterations to shop buildings in Conservation Areas or affecting listed buildings should preserve and, where possible, restore original shopfront elements (including historic interiors or fixtures, where they exist).

POLICY PD2: Protecting The Historic Environment

The District Council will conserve heritage assets in a manner appropriate to their significance. This will take into account the desirability of sustaining and enhancing their significance and will ensure that development proposals contribute positively to the character of the built and historic environment.

Particular protection will be given to designated and non-designated heritage assets and their settings including:

- The Derwent Valley Mills World Heritage Site and its Buffer Zone;
- Listed Buildings;
- Conservation Areas;
- Scheduled Monuments;
- Archaeological Sites or heritage features;
- Registered Historic Parks and Gardens; and
- Non-designated heritage assets, including Locally important sites and features identified on the Derbyshire Historic Environment Record.

This will be achieved by:

- a) Requiring that all works avoid or minimise harm to a heritage asset or its setting or sites with the potential to include assets.
- b) Ensuring that development conserves and enhances the Outstanding Universal Value, authenticity and integrity of the Derwent Valley Mills World Heritage Site and is in accordance with the World Heritage Site Management Plan.
- c) The District Council taking proactive action in order to secure the repair and reuse of heritage assets 'at risk'.
- d) Ensuring that development within areas that are likely to affect other known important sites, sites of significant archaeological potential, or those that become known through the development process are accompanied by, an archaeological evaluation. Planning conditions and/or obligations will be agreed to ensure that, wherever possible, archaeological or heritage features are recorded and retained intact/in situ. Where this is impractical, based on compelling and justifiable reasons, such features will be appropriately excavated and recorded prior to removal or relocation.
- e) Requiring proposed developments that affect a heritage asset and/or its setting, including alterations and extensions to existing buildings, to demonstrate how the proposal has taken account of design, form, scale, mass, the use of appropriate materials and detailing, siting and views away from and towards the heritage asset in order to ensure that the design is holistic, sympathetic and minimises harm to the asset and its setting/context.
- f) Requiring development proposals in Conservation Areas to demonstrate how the proposal has taken account of the local distinctive character and setting of the Conservation Area including open spaces and natural features and how this has been reflected in the layout, design, form, scale, mass, use of materials and detailing, in accordance with Character Appraisals where appropriate.
- g) Requiring the retention of shop-fronts/ shop front features of architectural or historical value wherever possible. Proposals for replacement shop-fronts, signage and colour, or alterations to shop-fronts affecting heritage assets should respect the character, appearance, scale, proportion and special interest of the host building and its setting.
- h) Continuing the District Council's programme of Conservation Area Character Appraisals.
- i) Reviewing, updating and introducing where appropriate, Article 4 Directions to control permitted development in Conservation Areas.
- j) Encouraging and where possible, supporting owners or occupiers of historic buildings to improve and enhance their shop-fronts, windows, doors and signage in a traditional and sympathetic manner.
- k) Supporting the sensitive low-carbon and climate resilient retrofitting of existing and historic buildings to reduce carbon emissions and cope with higher temperatures, where this accords with the requirements of this policy and policies PD1 and PD7.

- l) Proposals affecting historic farm buildings should retain significant internal features and spatial qualities where they contribute to significance.**

Biodiversity and the Natural Environment

- 5.24 The Plan area has a rich and distinctive biodiversity, primarily due to the rural nature of the District. The countryside that surrounds the towns and villages and that borders the Peak District National Park, comprises a patchwork of internationally, nationally, regionally and locally designated sites important for their nature conservation value.
- 5.25 There are four internationally designed nature conservation sites within the Plan area, including Special Protection Areas (SPAs) and Special Areas of Conservation (SACs), which are afforded the highest level of protection to conserve priority species and habitats. The District also contains a significant number of Sites of Special Scientific Interest (SSSIs), nationally recognised for their wildlife and geological interest. Several of these are of international importance and support species and habitats that may struggle to survive in the wider Peak District countryside.
- 5.26 In addition, the District contains a wide network of locally important wildlife sites and Local Nature Reserves, valued by communities for their natural beauty and biodiversity. Over 200 sites in the Derbyshire Dales are included on the Derbyshire Wildlife Sites Register. Although much of the remaining countryside has no formal designation, the contribution that its habitats and species make to biodiversity, landscape character and ecological connectivity is invaluable.
- 5.27 The Derbyshire Dales BNG Evidence Report (SLR, 2026) demonstrates significant long term declines in species abundance, habitat condition and ecological connectivity across the District. Lowland meadows, wetlands, ancient woodland and brownfield habitats have experienced severe losses, while many priority species continue to decline. The evidence shows that a 10% BNG requirement alone will not be sufficient to reverse these trends.
- 5.28 The Derbyshire Local Nature Recovery Strategy (2025) identifies priority areas for habitat creation, restoration and connectivity. Development has a key role in delivering these outcomes, and the Local Plan therefore requires higher BNG on specific site types where the greatest opportunities for nature recovery exist.
- 5.29 Accordingly, the policy requires at least 10% BNG on all sites, and 20% BNG on specific categories of development, including previously developed land. This reflects the significant biodiversity value of brownfield habitats in Derbyshire, which support priority invertebrates and early successional species. Higher BNG in LNRS priority areas will accelerate delivery of the county's nature recovery targets.
- 5.30 BNG must be secured for a minimum of 30 years, delivered in accordance with the statutory biodiversity metric, and directed to LNRS opportunity areas within Derbyshire Dales unless no suitable sites exist.

POLICY PD3: Biodiversity and the Natural Environment

The District Council will protect, restore and enhance biodiversity and geodiversity across the Plan Area, delivering measurable nature recovery in line with the

Derbyshire Local Nature Recovery Strategy (LNRS), the Council's Nature Recovery Resolution (2023), and the Environment Act 2021. This will be achieved through:

1) Protection of Designated Sites

Development will be permitted only where it can be demonstrated that it will not result in adverse effects on:

- a) Internationally designated sites including Special Protection Areas (SPAs) and Special Areas of Conservation (SACs);**
- b) Nationally designated sites including Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs);**
- c) Locally designated sites including Local Wildlife and Geological Sites, Local Nature Reserves, Ancient Woodlands and Priority Habitats;**
- d) Ecological networks, wildlife corridors and areas identified for habitat restoration or creation.**

Where adverse effects cannot be avoided, development will be refused.

2) Biodiversity Net Gain Requirements

All development subject to the Environment Act 2021 must deliver a minimum 10% Biodiversity Net Gain, secured for a minimum of 30 years.

All development, including that below the BNG threshold, must incorporate biodiversity enhancements proportionate to its scale, ensuring a measurable contribution to nature recovery.

3) Requiring 20% BNG on Specific Sites

To support nature recovery in Derbyshire Dales, a minimum 20% BNG will be required for:

- a) Development on previously developed land;**
- b) Development within or adjacent to LNRS priority areas;**
- c) Major development within habitat opportunity zones identified in the LNRS;**
- d) Development affecting priority habitats;**
- e) The following allocations HC2(cc), HC2(dd), HC2(ee), HC2(gg), HC2(hh), HC2(ii) & HC2(rr) where significant biodiversity uplift is achievable.**

4) Nature Recovery and Protection of Ecological Networks

Development must:

- a) Protect and enhance ecological networks;**
- b) Deliver habitat creation, restoration and connectivity;**
- c) Integrate nature into development (e.g., SuDS, street trees, green roofs, wildlife friendly design);**
- d) Support priority species recovery.**

5) Spatial Targeting

Alongside implementing the BNG Hierarchy, BNG proposals must demonstrate how they contribute to:

LNRS priorities;

- a) Nature Recovery Network;**
- b) River corridor restoration;**
- c) Priority species recovery;**
- d) Habitat connectivity and climate resilience;**

- e) **Protection and enhancement of watercourses and associated riparian habitats.**

6) Partnership Working

The Council will work with partners including the Peak District Local Nature Partnership, the Lowland Derbyshire and Nottinghamshire Local Nature Partnership, statutory agencies, landowners and voluntary organisations to:

- **Deliver the objectives of the LNRS and Peak District Biodiversity Action Plan;**
- **Protect and enhance watercourses and river catchments;**
- **Develop and implement habitat creation, restoration and management projects;**
- **Support cross boundary nature recovery initiatives;**
- **Promote effective long term land management that enhances biodiversity and geodiversity.**

7) Submission Requirements

Applications must include:

- **A Biodiversity Net Gain Plan;**
- **A completed statutory biodiversity metric**
- **A 30 year management and monitoring plan**
- **Evidence of legal agreements securing delivery**
- **Strategic development must demonstrate BNG at application stage.**

Green and Blue Infrastructure

5.31 The Green Infrastructure of Derbyshire Dales is a network of linked, multifunctional green spaces that exist within both urban and rural environments. The spaces can be important for a number of reasons including: their landscape value; as habitat for wildlife; providing opportunities for outdoor recreation and education and as cultural and heritage features. They are made more valuable by being linked via rivers, canals, other waterways, hedgerows and belts of woodland and being accessible via public footpaths, long distance trails and quiet roads all of which benefit wildlife, the landscape, the historic environment, public health and the wellbeing of local communities.

5.32 Green Infrastructure includes ecological networks that contribute to biological diversity as a result of increased vegetation cover and connectivity, and facilitate migration, dispersal and genetic exchange of species and the wider environment. The NPPF states that Local Planning Authorities should consider local nature recovery strategies (LNRS) when determining how their Local Plan contributes to enhancing the local and natural environment, including identifying and safeguarding ecological networks. Local Nature Recovery Strategies (LNRS) are a new England-wide system of spatial strategies that will establish priorities and map proposals for specific actions to drive nature's recovery and provide wider environmental benefits. Derbyshire Dales is part of the Derbyshire LNRS area.

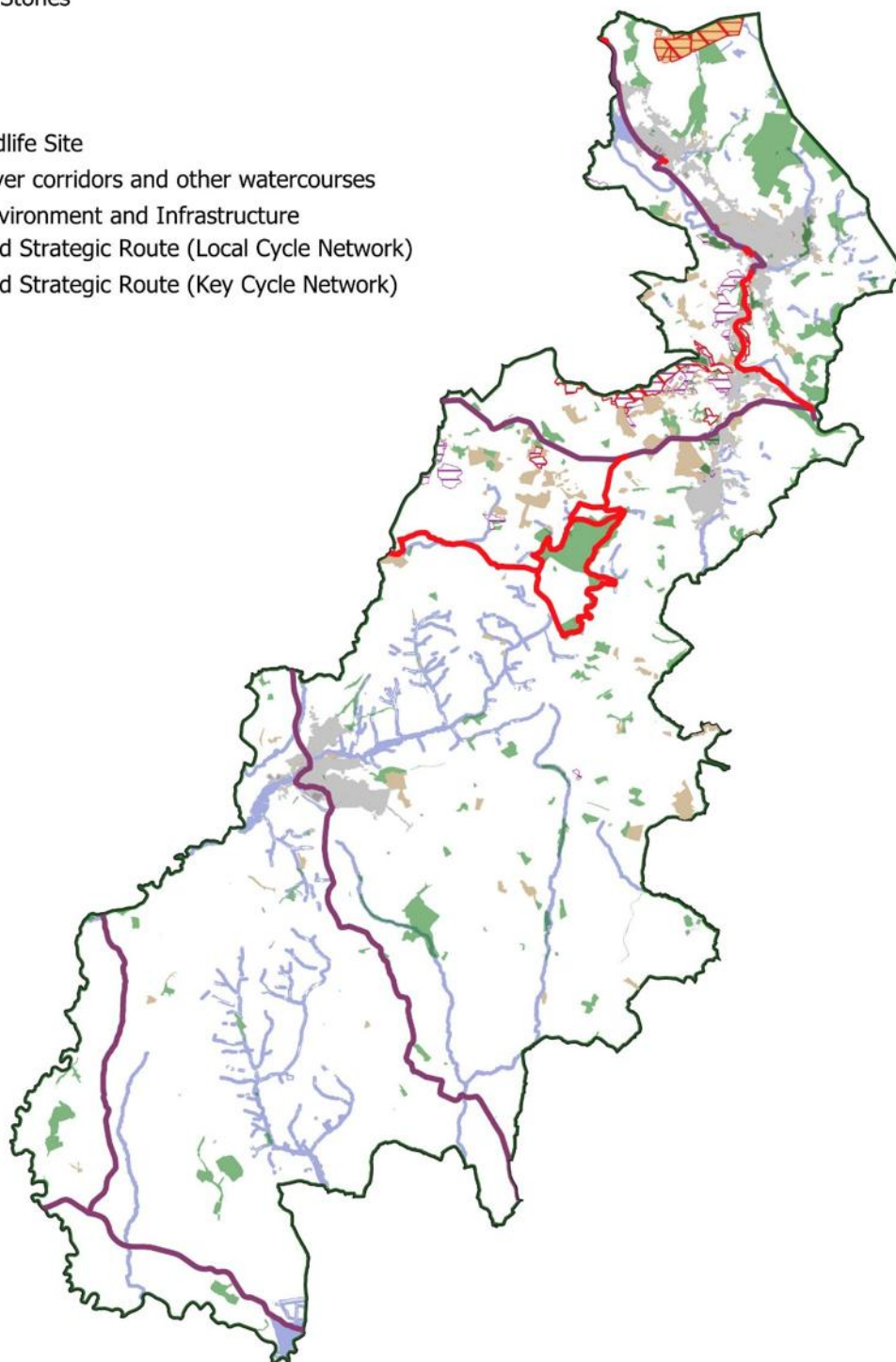
5.33 Derbyshire's Local Nature Recovery Strategy was published in September 2025. Derbyshire's LNRS is approached through the consideration of 10 National character areas, defined by geology, landscape, biodiversity and culture. These characteristics

often influence where different habitat and land management opportunities could be supported, focusing on joined up habitats and ecological networks.

- 5.34 The Council will work in partnership with relevant local agencies and where appropriate with neighbouring authorities to enhance and wherever possible protect significant ecological networks within the District.
- 5.35 Cycle routes and ecological networks are increasingly designed as dual- purpose green infrastructures. By integrating active travel with habitat corridors, minimises environmental footprints and connects fragmented wildlife areas, and provides pleasant pollution free green pathways for riders. Paved cycle path surfaces can be ecologically safer in highly sensitive nature areas than gravel as they limit soil compaction, erosion and groundwater pollution. Figure 4 shows the components and distribution of the Derbyshire Dales Ecological Network and how it integrates with local cycle networks across the Local Planning Authority.

Derbyshire Dales Green Infrastructure, ecological networks and cycle routes

-  Derbyshire Dales DC Planning Area
-  Stepping Stones
-  SSSI
-  SPA
-  SAC
-  Local Wildlife Site
-  Rivers, river corridors and other watercourses
-  Urban Environment and Infrastructure
-  Completed Strategic Route (Local Cycle Network)
-  Completed Strategic Route (Key Cycle Network)



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Figure 4 Derbyshire Dales Ecological Network

5.36 The protection and enhancement of these assets is essential in creating and maintaining sustainable communities as they provide opportunities for outdoor recreation and social interaction, improve accessibility through safe and accessible routes for walking and cycling reducing the need to travel by private car and supporting active commuting.

5.37 Table 3 and Figure 4 set out details of the multi-functional corridors and trails that link green spaces, residential areas and town centres together across the Plan area.

Route	Type
White Peak Loop	Long Distance Trail
Pennine Cycleway	Long Distance Trail
Pennine Bridleway	Long Distance Trail
Derwent Valley Heritage Way	Long Distance Trail
Cromford Canal	Canal
Doveridge to Uttoxeter	Local Trail
Ashbourne Scenic Heritage Trail	Local Trail
Wirksworth Scenic Heritage Trail	Local Trail
Hurst Farm Matlock Heritage Trail	Local Trail

Table 3 Long Distance and Local Trails in the Derbyshire Dales

5.38 Although there is a high quality strategic green infrastructure network across the Plan area, gaps have been identified that if addressed, would strengthen the network. The implementation of the West Derbyshire Greenway Strategy and the Matlock to Buxton Cycle Trail (White Peak Loop) in partnership with Derbyshire County Council and the Peak District National Park has provided improvements in the network. At the same time delivering a range of sustainable development objectives by improving opportunities to walk and cycle, decreasing car dependency, improving the health and well-being of local communities and enhancing environmental quality.

5.39 Green infrastructure projects which include works within or in close proximity to European sites such as Peak District Moors (south Pennine Moors phase 1) SPA, South Pennine Moors SAC, Peak District Dales SAC and Gang Mine SAC, could potentially result in adverse effects on those sites, either through construction of infrastructure (e.g. new trails) or by increasing recreation in the area. Assessments and mitigation would be needed to ensure that no adverse effects occur as a result of green infrastructure projects. Mitigation could include on site measures such as appropriate signage to divert people away from sensitive areas and construction management techniques to avoid any discharges of water or creation of dust. In addition, all development proposals affecting any existing green infrastructure must demonstrate achievement of statutory Biodiversity Net Gain requirements and not result in increased flood risk.

POLICY PD4: Green and Blue Infrastructure

The District Council will through partnership working, develop, protect, enhance and secure the long term management of green and blue infrastructure networks in order

to maintain farming and other rural economic activity, maintain the offer to tourist visitors, provide separation between settlements, provide wildlife corridors and preserve access to the countryside.

This will be achieved by:

- a) Requiring that development will not have a detrimental effect on the amount or function of existing green infrastructure unless replacement provision is made that is considered to be of equal or greater value than that lost through development; taking particular account of appropriate levels of mitigation where development would result in habitat fragmentation or reduce the connectivity between the wider green and blue infrastructure network.
- b) Requiring that any green infrastructure development project that could result in adverse effects to a European protected site is subject to project-level HRA and appropriate mitigation put in place.
- c) Requiring that development proposals, make appropriate provision for the creation of new or enhancement of existing green and blue infrastructure, including public and private open space, recreation areas, parks and formal outdoor sports facilities, local nature reserves, wildlife sites, woodlands, allotments, bridleways, cycle ways and local green spaces in line with Policies S10 and HC14.
- d) Requiring that through its layout and design, new development responds to the location of existing green infrastructure and ecological networks, supporting their appropriate uses and functions and helping create new and well-connected spaces.
- e) Where appropriate, ensuring that green infrastructure helps mitigate the effects of climate change including through nature-based approaches to flood risk management of flood risk.
- f) The protection and extension of existing local footpaths and long distance trails and the improvement of access linkages within the Local Plan area and to the Peak District National Park.
- g) Identifying and protecting key wildlife corridors and stepping stones that connect sites of importance for biodiversity, including creating or restoring habitats of nature conservation value.
- h) Seeking opportunities for the creation of habitats that allow for the mitigation of the effects of climate change on species, including the enhancement of opportunities for species to migrate, establishing links between habitats and preventing habitat losses in line with Local Nature Recovery Strategy and Biodiversity Action Plans.
- i) Requiring that development proposals that affect green infrastructure demonstrate management of flood risk in line with Policy PD8.

Landscape Character

5.40 The landscapes of the Derbyshire Dales are some of the defining characteristics of the Plan area. They define the sense of place, have a strong influence on local distinctiveness, and have been instrumental in shaping local settlement patterns. Local communities value their beauty, their variety, their tranquillity, their accessibility and the contribution they make to the quality of life. They are an important resource in attracting people to live and work in the area as well as driving the local tourist economy.

5.41 Landscape Character is defined as the distinct and recognisable pattern of elements that occur consistently in a particular type of landscape. It is based on the premise that the combination and arrangement of the physical attributes of the landscape

such as scale; geology and landform; soils and land use; ecology and tree cover; settlement pattern; the degree of enclosure and the nature of the highways network, be they natural or man-made, give different areas a distinctive character.

5.42 Landscape character varies dramatically and there are significant differences across the Plan area. These differences are described and distinct landscape character types identified in, 'The Landscape Character of Derbyshire', (Derbyshire County Council, 2014).

5.43 There are 19 landscape character types distributed across 5 landscape character areas in the Derbyshire Dales which are set out in Table 4 below:

Character Map of England – Landscape Character Areas	Derbyshire Dales Landscape Character Type
The Dark Peak	Open Moors Settled Valley Pastures Enclosed Moorland Riverside Meadows
The White Peak	Limestone Slopes Plateau Pastures Limestone Dales
The Derbyshire Peak Fringe and Lower Derwent	Wooded Slopes and Valleys Enclosed Moors and Heaths Wooded Farmlands Riverside Meadows Settled Farmlands
The Needwood and South Derbyshire Claylands	Settled Plateau Farmlands Sandstone Slopes and Heaths Settled Farmlands Riverside Meadows Estate Farmlands
The Trent Valley Washlands	Lowland Village Farmlands Riverside Meadows

Table 4 Derbyshire Dales Landscape Character Areas and Types

5.44 The Peak District National Park contains some of the country's wildest and most beautiful landscapes. Approximately half of the Derbyshire Dales District lies within the Peak District National Park, with much of the Local Plan area bordering it. If the special qualities of the National Park are to be protected, careful control needs to be exercised over harmful development, be this within or outside the National Park. Proposals should take account of the adopted Peak District National Park Authority Landscape Strategy (2022). Planning permission will not therefore be granted for

development that is considered to be harmful to the valued characteristics of the National Park¹.

5.45 The quality of much of the landscape in the Plan Area is equivalent to that in the neighbouring National Park yet the pressure to accommodate economic and social development is much greater. In order to protect and where possible enhance landscape character, development brought forward should as a minimum be able to assimilate into the landscape and avoid adverse impact on the landscapes that make the area special. Development proposals that have the potential to result in a significant impact on the landscape should be accompanied by a Landscape and Visual Impact Assessment (LVIA), as detailed in the Council's Local Validation Checklist.

5.46 The characteristics of each landscape type are described in detail in 'The Landscape Character of Derbyshire' which is supported by the 'Derbyshire Historic Landscape Characterisation Study', and the Derbyshire Dales Landscape Character Assessment. The District Council has adopted a Supplementary Planning Document concerned with Landscape Character and Design. The document provides guidance on how measures to ensure the protection and enhancement of the landscape should be included as part of proposals for new development which is a material planning consideration.

5.47 The landscape character of Derbyshire Dales, whilst having differing characteristics across the Plan area has differing sensitivities and capacity to accommodate new development. The District Council has previously adopted Supplementary Planning Documents relating to landscape character and design. This will be reviewed once the Local Plan has been adopted to ensure that they can continue to be used in the assessment, consideration and determination of planning applications as Planning Guidance.

¹ The valued characteristics of the Peak District National Park are contained within paragraph 9.15 of the Peak District National Park Core Strategy (Adopted October 2011), which is available from the following link; http://www.peakdistrict.gov.uk/data/assets/pdf_file/0014/141215/LDF-CoreStrategyFinal.pdf

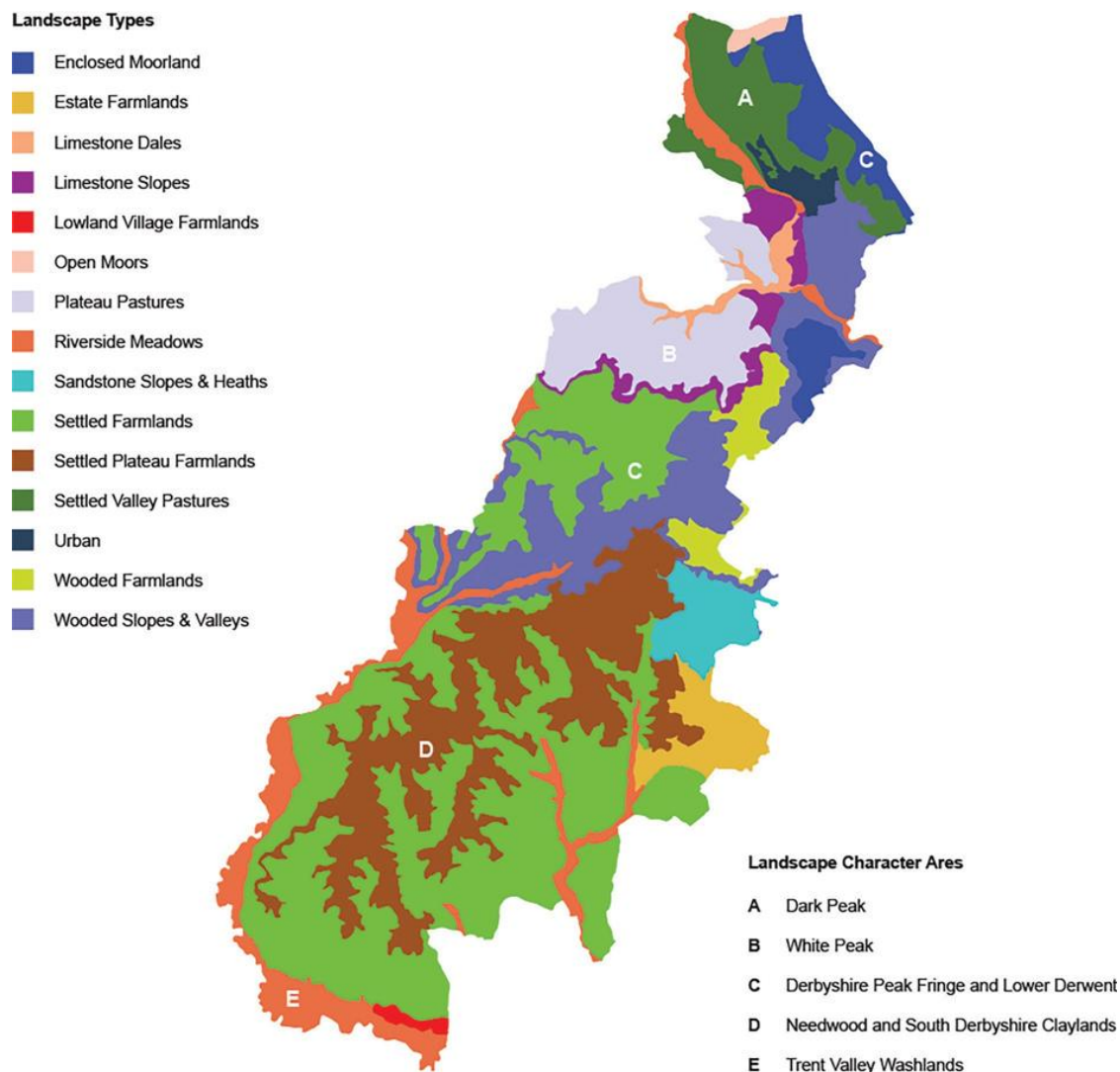


Figure 5 Derbyshire Dales Landscape Character Map

5.48 New development adjoining open countryside must be carefully designed at its boundaries. Native planting, tree belts or hedgerows and varied earth shaping should be used to create a soft transition into the landscape, rather than an abrupt built edge. Development proposals should avoid long stretches of close-board fencing or stark walls on settlement fringes; instead incorporating buffer zones or green wedges that blend development into its rural context. It should be recognised that even minor or piecemeal developments can incrementally erode landscape character. The cumulative landscape effect of proposals in context, to guard against gradual loss of scenic quality should be considered when assessing applications for development. Proposals should respond to the distinct landscape character type in which it sits. Landscape impact should be mitigated through sensitive design.

Policy PD5: Landscape Character

The District Council will seek to protect, enhance and restore the landscape character of the Plan Area recognising its intrinsic beauty and its contribution to the economic, environmental and social well-being of the Plan Area.

This will be achieved by:

- a) Requiring that development has particular regard to maintaining the aesthetic and biodiversity qualities of natural and man-made features within the landscape, such as trees and woodlands, hedgerows, walls, streams, ponds, rivers or other topographical features.
- b) Requiring that development proposals are designed in a way that is informed by, and are sympathetic to the site's landscape setting and to the distinctive landscape character areas as identified in 'The Landscape Character of Derbyshire' and also take into account other evidence of historic landscape characterisation, landscape sensitivity, landscape impact and the setting of the Peak District National Park and where appropriate incorporate landscape mitigation measures.
- c) Requiring that development proposals recognise the intrinsic character, appearance and local distinctiveness of the landscape and landscape setting of the Peak District National Park and can be accommodated without unacceptable impact.
- d) Resisting development which would either individually or cumulatively harm or be detrimental to the character of the local and wider landscape or the setting of a settlement.
- e) Using development opportunities to reduce or remove existing landscape detractors and secure beneficial improvements to the landscape.
- f) Development that, in isolation or cumulatively would result in unacceptable landscape harm will not be permitted

Development will only be permitted if all the following criteria are met:

- i. The location, materials, scale and use are sympathetic and complement the landscape character.
- ii. Natural features including trees, hedgerows and water features that contribute to the landscape character and setting of the development should be both retained and managed appropriately in the future.
- iii. Opportunities for appropriate landscaping will be sought alongside all new development, such that landscape type key characteristics are strengthened.

Trees, Hedgerows and Woodlands

5.49 Trees, woodlands and hedges make an important contribution to the beauty, diversity and distinctiveness of the District. Tree and woodland canopies create shelter and shade, intercept rainfall and airborne pollutants, and reduce soil erosion and the leaching of pollutants into surface and ground waters. Trees contribute to humans mental and physical wellbeing. Woodland, hedgerow and even individual tree ecosystems are a key component of local biodiversity providing habitats for a great range of both rare and common species. Trees can contribute significantly to the amenity, character and appearance of local landscapes and street scenes. Trees and woodlands take many years to mature, accordingly ancient woodlands and veteran trees in particular are irreplaceable.

5.50 Mature trees, woodlands and hedges are sensitive to the impacts of development, either directly through their removal or indirectly through the impacts of construction and development site activity. Due to the length of time and the cost taken to replace mature features, and the contribution they can make to the quality of development, they should be retained and protected throughout development works

where possible to at least the standard outlined by BS 5837 (2012). Surveys and assessments carried out in accordance with recognised standards should be used to inform the design process to maximise tree retention, ensure long term successful integration of trees into developments and minimise harmful impacts to trees from development.

5.51 Where their loss is unavoidable, they should be replaced with suitable new planting either within the site or in the locality if this is more appropriate. Development can make a positive contribution to the local tree and hedgerow resource through new planting of appropriate species or the restoration and improved management of existing features.

5.52 Where trees within or adjacent to a site could be affected by development, a full tree survey and Arboriculture Impact Assessment to BS 5837 (2012) will be required as part of the planning application. This needs to be carried out at a sufficiently early stage to inform the design of the development. In situations where retained trees are at risk of harm as a result of development a detailed site-specific Arboricultural Method Statement (AMS) will also be required. The AMS should demonstrate how proposals would be implemented without harm to trees. The implementation of any necessary protective measures will be secured by the use of planning conditions.

5.53 Proposed tree and hedgerow planting on development sites should favour a diverse mix of appropriate native and/or naturalised species. This should aim to maximise their services to landscape, people, biodiversity and resilience to pests, disease and climate.

5.54 In order to enhance biodiversity, landscape and resilience to climate change proposed tree and hedgerow planting on development sites should favour a diverse mix of appropriate native and/or naturalised species.

Policy PD6: Trees, Hedgerows and Woodlands

Development should seek where appropriate to retain, enhance and expand the District's tree and woodland resource. Streets in new developments should be tree lined.

Planning permission will be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and public benefits of, the development in that location clearly outweigh the loss and a suitable compensation strategy can be secured.

Trees, hedgerows, orchards or woodland of value should be retained and integrated within development wherever possible. Where their loss is justified replacement provision will be required utilising native and naturalised tree species and hedgerows that are in sympathy with the locality and the site and, as a minimum, of equivalent value to the trees and hedgerows to be lost.

Climate Change

5.55 Tackling climate change is a national priority. The long-term aim is to reduce carbon dioxide emissions by 80% below the 1990 baseline by 2050 and this is now a statutory duty embedded in the Climate Change Act 2008.

- 5.56 The NPPF indicates that Planning has a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. It advises that Local Planning Authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.
- 5.57 The District Council, High Peak Borough Council and the Peak District National Park commissioned a feasibility study to assess the potential for renewable and low-carbon technologies, including microgeneration, across the Peak Sub Region. The Study concluded that there was potential for a range of different types of renewable/low carbon technologies to be used across the area. It indicated that solar thermal and photo voltaic, heat pumps, small scale wind technologies and some medium wind technology in Derbyshire Dales had the potential to address climate change locally. It also found that there was potential for the use of combined heat and power schemes and decentralised district heating schemes especially in larger developments. Although the study was updated in 2011 by the report: Low Carbon Energy Opportunities and Heat Mapping for Local Planning Areas Across the East Midlands: Final Report; Prepared for East Midlands Councils by Land Use Consultants, Centre for Sustainable Energy and SQW, the conclusions and recommendations from both reports are consistent.
- 5.58 The study included a landscape sensitivity assessment that indicated that the high landscape quality of the Peak Sub Region was generally a constraint to renewable energy developments in particular to large scale wind turbine developments and bioenergy crops.
- 5.59 It made a number of recommendations including:
- a requirement for all new developments to have an energy statement that will demonstrate how the development complies with statutory regulation and planning policy;
 - setting targets for renewable energy consumption using differential targets for domestic and non-domestic development and setting a tiered target based on planning use or the use of standards based on achieving set levels in the Code for Sustainable Homes (CSH) and Building Research Establishment Environmental Assessment Method (BREEAM);
 - a policy for standalone renewable energy development that could be used to export energy to the grid or district heating schemes;
 - a policy to support anaerobic digestion to include criteria to safeguard the landscape and environment;
 - policies to promote heating networks and decentralised energy;
 - using a carbon offset fund instead of targets to fund energy efficiency improvements in the existing housing stock.
- 5.60 The Study suggested that an alternative approach to using targets for renewable energy consumption or CO₂ reductions was the development of a policy based upon achieving set levels in the CSH or BREEAM. However, since publication of the Study, the Government has withdrawn support for CSH and suggested Local Planning

Authorities only require development to achieve optional building regulations standards if it can be shown that such requirements are necessary and viable.

5.61 Residential development accounts for approximately a third of all carbon emissions and therefore promoting low carbon residential development is one means of addressing the challenge of climate change. The Study considered that it is easier to achieve large contributions to energy demand from renewable/low carbon in domestic, rather than industrial or commercial developments.

5.62 The District Council has previously adopted Supplementary Planning Documents relating to Climate Change. This will be reviewed once the Local Plan has been adopted to ensure that they can continue to be used in the assessment, consideration and determination of planning applications as Planning Guidance.

5.63 The approach in the Local Plan will seek to reflect the energy hierarchy:

- reduce the need for energy;
- to use energy more efficiently;
- to use renewable energy;
- any continuing use of fossil fuels to be clean and efficient for heating and co-generation.

5.64 Energy efficiency and use of renewable/low carbon energy will be encouraged in new residential development. Commercial developments will be expected to achieve a very good or above assessment using the BREEAM standards which continue to apply. To ensure these requirements do not affect the viability of new developments, they will only apply to commercial development over 1,000 square metres. Pre-assessment certificates that set out the estimated performance of the development against BREEAM will be required to be submitted for applications involving commercial development over this threshold. Major developments will be expected to submit a Sustainability/Climate Change Statement. Supporting text can reference the SPD's bespoke checklists for different development types and state that for proposals of 10+ dwellings or 1,000+ m², a completed checklist should form the basis of the required Sustainability Statement.

5.65 The strategic approach will therefore be to mitigate the effects of climate change without adversely affecting the quality and distinctiveness of the local environment by:

- directing development to sustainable locations;
- promoting low carbon sustainable development;
- maximising carbon reductions in new build by reducing the need for energy;
- using energy more efficiently; and
- generating energy from low carbon or renewable sources.

5.66 Where a wind turbine development scheme, alone or in combination with other plans and projects, has the potential to have an impact on a European designated site, developers must carry out a project-level Habitats Regulations Assessment of the likely significant effect(s) of the scheme, in accordance with the Habitats Regulations. In order to gain planning permission, wind turbine developments must demonstrate

that they will not have an adverse effect on the integrity of any European sites. Wind turbine developments on a Special Protection Area (SPA) or on functionally linked land associated with an SPA are likely to have adverse effects on that European site.

Policy PD7a: Climate Change

To support the move to a low carbon future for the Derbyshire Dales, the District Council will promote a development strategy that seeks to mitigate global warming, adapts to climate change and respects our environmental limits.

This will be achieved by:

Strategic

- a) Supporting a pattern of development that directs development to accessible and sustainable locations across the Plan area, by reducing the need to travel and facilitating the use of sustainable modes of transport.
- b) Minimising energy demand, by supporting development which produces renewable and low carbon energy generation and maximises energy efficiency.
- c) All new developments should demonstrate they are water efficient, incorporating water efficiency and re-use measures and that the estimated consumption of wholesome water per dwelling is calculated in accordance with the methodology in the water efficiency calculator, not exceeding 110 litres/person/day.
- d) Providing new and linking existing areas of green and blue infrastructure to help mitigate the effects of climate change and ensure climate change adaptation and resilience.
- e) All development of 10 or more dwellings or 1,000m² non residential should be accompanied by a Sustainability Statement outlining how the proposals meet climate change mitigation and adaptation objectives.

Site Specific

- f) Requiring the design and appearance of all new development to contribute to achieving national greenhouse gas emission reduction targets by using land-form, layout, building orientation, tree planting, massing and landscaping to reduce likely energy consumption and increase resilience to extreme weather events.
- g) Supporting sustainable waste management by provision of space for recycling and composting.
- h) Incorporating Sustainable Urban Drainage Systems.

Building Design & Materials

- i) Supporting the re-use of buildings and materials wherever possible to reduce the impact of embodied carbon emission from development.
- j) Promoting the use of sustainable design and construction techniques (including where appropriate flood resistance/resilient measures).
- k) Requiring the use of low embodied carbon, energy efficient and/or locally sourced materials that are recyclable.
- l) Securing energy efficiency through building design;
 - By achieving the highest energy efficiency standards in force through the Building Regulations in residential development; and
 - requiring commercial developments over 1000m² to be designed to achieve Building Research Establishment Environmental Assessment Method (BREEAM) very good standard as a minimum, unless it can be demonstrated that it would not be technically feasible or financially viable.

- m) Supporting the appropriate low-carbon retrofitting of existing buildings to reduce carbon emissions.
- n) All new development should be designed to reduce the risk of overheating. This means using site layout, orientation, shading devices, natural ventilation and green infrastructure to keep buildings cool without solely relying on mechanical cooling. Adaptations to existing housing that mitigate the impacts of extreme weather / changes in climate will be supported.
- o) Supporting development that promotes water efficiency measures and incorporates water conservation techniques, including rainwater harvesting, and grey water recycling. For residential development this means meeting the higher Building Regulations optional requirement (currently 110 litres/person/day) or successor standard.
- p) Supporting the re-use of buildings wherever possible and desirable to do so.
- q) Supporting the use of sustainable design and construction techniques including the re-use of buildings, use of recycled materials in construction, including where appropriate the local or on-site sourcing of these building materials.
- r) Encouraging the use of green infrastructure to help mitigate the effects of climate change and ensure climate change adaptation and resilience.

Policy PD7b: Renewable and Low Carbon Energy

The District Council encourages the use and supply of renewable and low carbon energy provided any adverse impacts (either alone or cumulatively) can be satisfactorily mitigated.

Proposals for development which will generate renewable, or low carbon, energy will be permitted provided that:

- a) the impact of the proposals in terms of their scale, siting, layout, design and colour of development (including associated infrastructure, buildings and access roads) would not adversely affect landscape character, including the landscape setting of the Peak District National Park, water quality, flood risk or visual amenity;
- b) proposals can clearly demonstrate that they will not have any adverse effect on biodiversity, geology or the integrity of any international or nationally designated sites (including), wildlife sites, protected species or habitats. Where effects are identified a project-level HRA will be required;
- c) development would not harmfully interfere with radar, telecommunications, air traffic, railways, or highway safety;
- d) development would not cause significant harm to local amenity due to its scale, position, noise, vibration, glare, overshadowing, flicker (associated with wind turbines), or other emissions;
- e) development would not harm the significance and setting of any heritage assets;
- f) details of suitable mitigation measures, decommissioning and a site restoration plan are submitted as part of a planning application.

Community renewable energy schemes will be particularly welcomed where they comply with this policy.

Flood Risk Management and Water Quality

5.67 Water is a vital resource, and its management is fundamental to sustainable development. The way in which water is managed is an important factor in

determining whether new development has a positive or negative impact on people and the environment. Good planning of water issues can provide clean and reliable water supplies, areas for recreation, habitats for wildlife and flood mitigation.

Derbyshire Dales has an intricate network of rivers and streams which have played a key role in industrial heritage, and contribute greatly to the richness, diversity and beauty of the District.

5.68 When determining planning applications, the Council shall ensure flood risk is not increased elsewhere, and only consider development in flood areas where informed by a site-specific Flood Risk Assessment, following the Sequential Test and Exception Test.

5.69 Surface water flows are an important risk factor in Derbyshire Dales. The underlying geology and the steeply sided valleys particularly those through which the Derwent and its tributaries flow are of particular concern. Surface water in these areas often flows down the valley sides in temporary and permanent streams and also flows underground emerging as springs. Some of these springs have historically been used as water sources but have now fallen into disuse. The valley sides were traditionally used for market gardens and for agriculture, and those uses required drainage systems to be employed. These traditional drainage systems were designed to remove surface water from a site by means of underground piped systems. In a historical context, this approach enabled the valley sides to be drained with water flowing into the Derwent or its tributaries.

5.70 Modern development on the valley sides and on the plateau above the valleys must be undertaken with care. Land downhill from a development can be and often is protected by these traditional drainage systems. Landscaping during development has been known to damage them leading to redirected flows that have been alleged to result in flooding incidents; houses that had not previously been flooded over a period of decades became subject to severe flooding after development.

5.71 Development therefore has the potential to increase flooding problems. With concerns surrounding the impacts of climate change and the requirements of legislation including the Water Framework Directive, a more sustainable approach to drainage is therefore advocated to reduce flood risk, manage water quality and provide integrated amenity benefits.

5.72 The level 1 SFRA identified that both the Bentley Brook catchment and the Derwent catchment from its confluence with the River Wye have a higher sensitivity to the cumulative impacts of development. The sites in these areas were subject to more detailed assessment in the Level 2 SFRA with the findings and mitigation referenced in the SFRA and the relevant site allocation policies. However more generally, within the Derwent catchment, use of natural mitigation measures is an increasingly important solution to help manage the impacts of climate change and reduce flood risk. The top opportunities identified typically comprise flood plain reconnection, large woody debris, and tree planting. Developments coming forward in this area should therefore, in liaison with the LLFA and the Environment Agency, explore opportunities to utilise these and other potential natural flood management and Sustainable Drainage opportunities. Further, developers must develop a thorough understanding of the flows onto the site from above, surface water flows and springs on the site, any traditional drainage systems on the site, and the flows from these onto the land

below. In doing so, they will need to develop an understanding of their riparian rights and duties.

Policy PD8: Flood Risk Management and Water Quality

The District Council will seek to manage the risk and impacts, both individual and cumulative of flooding in all forms by:

- Requiring early engagement with infrastructure providers at the pre application stage so that development proposals are informed by up to date capacity information and incorporate appropriate mitigation and infrastructure solutions.
- Directing development to locations with the lowest risk of flooding.
- Ensuring development proposals avoid areas of current or future flood risk and effectively manage of all sources of flood risk.
- Ensuring that development does not increase the risk of flooding elsewhere; and
- Expecting development proposals to demonstrate they would not result in a deterioration in ecological status in line with the Water Framework Directive, either directly through pollution or surface or groundwater or indirectly through pollution of surface or groundwater or indirectly through overloading of the sewerage system and Wastewater Treatment Works.

Management of flood risk will be achieved by permitting development within areas at risk from flooding as defined by the Environment Agency only if:

- a) a sequential test as set out in the 'National Planning Practice Guidance' to the NPPF and in accordance with the updated 'Derbyshire Dales Strategic Flood Risk Assessment' demonstrates that this is the only site where the development can be located;
- b) the development is on a site which has passed the sequential test but where flood risk still exists, that layout and individual building design measures have been used to locate the most vulnerable parts of the development in the areas of lowest flood risk and increase building resilience;
- c) where necessary an 'Exception Test' as set out in the 'National Planning Practice Guidance' to the NPPF demonstrates that the proposed development can be accommodated with an acceptable degree of safety;
- d) a site specific flood risk assessment shows that the site and sites downstream are protected adequately from flooding, or the scheme includes adequate flood defences or flood risk management measures and takes account of the predicted impact of climate change;
- e) development does not damage or inhibit access to watercourses and for development in close proximity to watercourses includes an undeveloped buffer strip setting development back from the water's edge to allow for maintenance of existing flood defence and flood risk management structures or measures, flood flow conveyance, future watercourse improvement, and to preserve wildlife habitat; and
- f) it will not cause or worsen flooding on the site or elsewhere and will reduce flood risk elsewhere where possible.
- g) New developments shall demonstrate to the satisfaction of the LLFA that all surface water discharges have been carried out in accordance with the principles laid out within the drainage hierarchy, whereby a discharge to the public sewerage system is avoided where possible. Higher priority options must have been fully explored before considering a connection to local sewers. Development which proposes to pipe surface water into the main combined sewer network will be strongly resisted.

Managing Flood Risk

Sustainable Drainage Measures (SuDS) must be incorporated into all new development except householder development in accordance with National Non-Statutory SuDS Standards (June 2025 or as replaced) and the CIRIA SuDS Manual (C753 or as replaced) which provide national recognised best practice guidance. This includes but is not limited to:

- **no flooding in 1 in 30-year storm events;**
- **safe containment of flooding in 1 in 100-year storm events plus climate change;**
- **10% urban creep allowance where appropriate.**

The design and layout of SuDS measures should be informed by site specific catchment and ground characteristics, and predicted changes due to climate changes. Development proposals incorporating SuDS will be expected to include details of proposed infiltration techniques and how SuDS will seek to protect ground water quality. Details of future management and maintenance regimes will also require to be provided as part of development proposals. All schemes with the inclusion of SuDS should demonstrate they have considered all four areas of good SuDS design: quantity, quality, amenity and biodiversity.

SuDS schemes will require the approval of the SuDS approval body for the area, where one exists.

SuDS must be supported by site-specific ground investigations and infiltration testing. Where infiltration is not viable, above-ground attenuation must be used.

SuDS for hard-standing areas for parking of 50 or more cars, or equivalent sized areas, will be expected to include appropriate additional treatment stages/interceptors to ensure that any pollution risks are suitably addressed.

Proposed hard surfacing must be permeable and development proposals should include rainwater re-use and collection mechanisms such as green roofs/walls, rainwater gardens and in residential proposals water collection and recycling facilities such as a rainwater butt.

Completed SuDS schemes should be accompanied by a maintenance schedule detailing maintenance boundaries, responsible parties and arrangements to ensure the SuDS are managed in perpetuity. Necessary funding mechanisms will be secured via planning condition or legal agreement.

Householder development (which doesn't provide SuDS) must demonstrate the use of permeable surfaces and increased greening and or rainwater storage to control runoff. Where no external space exists (for example flatted development) exemptions must be justified and alternative mitigation provided.

SuDS provision must ensure that all of the following criteria are met:

- **There is no material increase in run-off rates at the site boundary, that run-off is not concentrated to an extent greater than before development and that run-off is directed to the same drainage path as before development.**
- **For greenfield sites, limit run-off rates to existing greenfield rates or lower where feasible;**
- **For brownfield sites, reduce run-off rates as close as practicable to greenfield run off rates.**

Wherever possible SuDS will be expected to contribute towards wider sustainability considerations, including amenity, recreation, conservation of and creation of new habitat, biodiversity net gain and landscape character, making use of the role that

trees, woodland and other green infrastructure can play in nature-based approaches to managing flood risk and water quality control.

Recognising the Water industry national environment programme (WINEP), SuDs should be designed in consultation with the statutory undertaker and the Local Lead Flood Authority so that they may be adopted by the statutory undertaker and used to safeguard the statutory undertaker's own infrastructure.

The design and implementation of SuDs schemes should also take account of the risks to children from unprotected bodies of water. SuDs should be designed to accommodate safe children's play.

For developments identified in the SFRA or by the Environment Agency as being at risk of surface water flooding issues, appropriate mitigation and construction methods will be required that help increase flood resistance and resilience.

Applications and proposals which relate specifically to reducing the risk of flooding (e.g. defence / alleviation work, retro-fitting of existing development, off site detention /retention basins for catchment wide interventions) will be encouraged.

New development should have a positive impact upon existing and planned flood risk management schemes wherever possible.

Derbyshire Dales is notable for historic flood management schemes including soughs and other water courses used to carry water from springs across farmland to reduce surface water and to provide potable water to buildings below and field drain systems designed to reduce water logging in fields. Developers will be expected to have surveyed any flood management scheme on a development site and to have developed a mitigation plan to compensate for any damage to that scheme that may result from development

Land that is required for current and future flood management will be safeguarded from development.

Pollution Control and Unstable Land

5.73 Sources of contamination and pollution can include:

- air pollution (including odours and particulate emissions);
- pollution of watercourses (rivers, canals reservoirs, streams, ditches, ponds and wetland areas) or groundwater;
- noise or vibration;
- light intrusion;
- radon gas;
- land contamination including soil pollution and disturbance; or
- other nuisance, environmental pollution or harm to amenity, health or safety

5.74 The District has an industrial history associated with lead mining, quarrying and the extraction of minerals. This means many sites across the Plan area which have had or continue to have industrial or commercial uses, are likely to have some form of contamination or potential to pollute that may need to be addressed when development is proposed.

5.75 Further, in Derbyshire Dales context lead concentrations in soils are frequently elevated above the national average, primarily due to the natural underlying geology with lead mineral veins being enclosed within the carboniferous limestone that underlies much of the District.

- 5.76 In addition to polluted land, some parts of Derbyshire Dales suffer from air pollution arising largely from traffic and heating systems. Air quality in Ashbourne, particularly the area around Buxton Road and St John Street, has experienced exceedances of Air Quality Objectives for nitrogen dioxide (NO₂). An Air Quality Management Area (AQMA) has been declared and an Air Quality Action Plan adopted which aims to smooth the flow of traffic through the town centre to reduce air pollution in line with the Council Plan objective to develop and implement “measures to minimise the impact of vehicle and other sources of air pollution (including particulates) in the District”. As set out in policy S8, this has implication for new development in and around Ashbourne with the long term solution for this being to construct a bypass.
- 5.77 Sites which pose a current and imminent hazard to health, buildings, water or the environment can be managed under the contaminated land provisions of the Environmental Protection Act 1990. However, the planning system will be a key mechanism by which land contamination is addressed in Derbyshire Dales on development sites.
- 5.78 The likelihood of development causing harmful effects will vary greatly, depending on the nature of the development proposed, and the nature of the site and adjoining uses and/or the sensitivity of the local environment. The key point is that such issues and potential impacts should be considered from the outset when developing a proposal. The implementation of satisfactory investigation, risk assessment, and remediation can be managed through the planning process where a site is subject to a development proposal.
- 5.79 On a precautionary basis, the possibility of contamination should be assumed when preparing plans or considering planning applications in relation to all land which supported or was adjacent to a previous industrial use. In addition, the possibility of contamination should be considered where uses are proposed that are particularly sensitive to contamination, for example, housing, schools, hospitals and children’s play areas.
- 5.80 Planning applications should be supported by sufficient information to enable the impacts of the proposals, and the need to for any mitigation, to be clearly understood. Applicants are encouraged to engage early on with planning and environmental health teams to establish the need and scope of any assessment to support an application. Assessments should be proportionate to the nature and scale of development proposed and the potential impacts.
- 5.81 The policy below sets out the way in which individual development proposals will be assessed in order to protect the safety and health of residents, workers and visitors alike. This approach seeks to ensure that the delivery of the required level of development in this plan is achieved and that appropriate safeguards are in place against future contamination or pollution.

Policy PD9: Pollution Control and Unstable Land

The District Council will protect people and the environment from unsafe, unhealthy and polluted environments whilst promoting the use of appropriately located brownfield land.

This will be achieved by only permitting developments if the potential adverse effects (individually and cumulatively) are mitigated to an acceptable level by other environmental controls or by measures included in the proposals.

Potential adverse effects include:

- **air pollution (including odours or particulate emissions);**
- **pollution of watercourses (rivers, canals reservoirs, streams, ditches, ponds and wetland areas) or groundwater;**
- **noise or vibration;**
- **light intrusion;**
- **land contamination including soil pollution and disturbance; or**
- **other nuisance, environmental pollution or harm to amenity, health or safety.**

The District Council will ensure that sites are suitable for their proposed use taking account of ground conditions and land instability, including from natural hazards such as radon gas, former activities such as mining, or pollution arising from previous uses.

Planning permission will only be granted for development on land potentially affected by land contamination provided effective and sustainable measures are taken to assess, treat, contain or control the contamination so as to ensure that it does not:

- a) **expose the environment or occupiers of the development and neighbouring land uses to any unacceptable risk;**
- b) **lead to or allow the contamination of any watercourse (rivers, canals, reservoirs, streams, ditches, ponds or wetlands) or groundwater;**
- c) **cause or allow the contamination of adjoining land.**

The District Council will impose conditions relating to the assessment of remediation and verification processes where appropriate.

Matlock to Darley Dale A6 Corridor

5.82 There has been a long-established policy that seeks to ensure that the open spaces between Matlock and Darley Dale, including Hackney and Two Dales, are protected from inappropriate development in the interests of safeguarding the coalescence of the settlements. A recent evidence review has considered which parcels of the open space between the settlements are more sensitive to development, to validate the continuation to this policy. The areas identified on the Policies Map form a strategic open corridor between Matlock and Darley Dale. They are essential to:

- **maintaining physical and visual separation between the two settlements;**
- **safeguarding the openness and undeveloped character of the Derwent Valley;**
- **providing strategic green space;**
- **protecting key views into; across and out of the valley, including towards the Peak District National Park.**

5.83 Accordingly, it is important that the most sensitive areas of land between Matlock and Darley Dale, remains open. The following policy seeks to protect these sensitive areas from inappropriate development.

POLICY PD10: Matlock to Darley Dale 6 Corridor

Within the PD10 Separation Zone, to ensure the separate identity of Darley Dale, including Hackney and Two Dales, and Matlock are retained and the openness and undeveloped character of this part of the Derwent Valley are maintained, development will not be permitted unless it is for the following:

- **agriculture, forestry and outdoor recreation**
- **essential operational development required for these uses**
- **alterations or extensions to existing buildings, where these:**
 - **are proportionate to the scale and function of the building**
 - **do not increase visual prominence**
 - **do not erode openness or contribute to coalescence**

In addition, development falling into these categories must:

- a) Maintain settlement separation and avoid actual or perceived coalescence;**
- b) Conserve the openness and undeveloped character of the corridor;**
- c) Protect important views into, across and out of the Derwent Valley; and**
- d) Avoid harm to the setting of the Peak District National Park.**

All proposals must demonstrate:

- **a landscape led approach**
- **retention and reinforcement of existing landscape features**
- **sensitive siting, massing and materials**
- **appropriate mitigation to avoid adverse landscape or visual effects**

6. Healthy and Sustainable Communities

- 6.1 The Spatial Strategy set out the broad approach to the distribution of development across the Plan area. It indicates that most new development will be brought forward in the Market Towns, Local Service Centres and Accessible Settlements with Some Facilities. This section seeks to set out how the housing needs of the Plan area are to be met in detail, and by doing so ensure that communities continue to be sustainable and have appropriate access to services, facilities and community infrastructure.

Policy HC1: Location of Housing Development

The District Council will ensure provision is made for housing, taking into account all other policies in this Local Plan by:

- **Supporting the development of specific sites through new site allocations in the Local Plan or a Neighbourhood Plan and working with promoters and landowners to deliver them.**
- **Promoting the effective reuse of land by encouraging housing development including redevelopment, infill, conversion of existing dwellings and the change of use of existing buildings to housing, on all sites suitable for that purpose.**
- **Encouraging the inclusion of housing in mixed use schemes where housing can be accommodated in an acceptable manner without compromising other planning objectives.**
- **Supporting development identified through a Community Right to Build Order.**
- **Supporting self-build housing schemes where there is an identified need.**
- **Supporting development promoted through a Community Land Trust.**

The Council will monitor actual and forecast provision through the Monitoring Report and its housing trajectory to ensure that there is a 5 year supply of deliverable housing sites against the housing requirement in the Local Plan. In circumstances where there is no 5 year supply, the Council will give consideration to approving development on non-allocated sites on the edge of first, second and third tier settlements (Policies S2 and S4) subject to consideration against other policies in the Local Plan and the provisions of the NPPF.

If the indicators outlined in the Housing Implementation Strategy demonstrate that there is persistent under delivery against the housing requirements of the plan area, the District Council will review the Local Plan to bring forward additional sites for housing.

Housing Land Allocations

- 6.2 In order to deliver the housing requirements set out in Policy S6 (Strategic Housing Development), it is necessary to allocate land for new residential development on sites outside of the existing Settlement Development Boundaries of the main towns and villages of the Plan area.

Policy HC2: Housing Land Allocations

The following sites as identified on the Policies Map are allocated for housing or mixed-use development. The District Council will work with developers and the local

community to bring forward sustainable developments in accordance with the other policies in the Local Plan.

Reference	Location	Settlement	Number of Dwellings
HC2(b)	Former Mirage Hotel, Derby Road	Ashbourne	20
HC2(m)	Land at Stancliffe Quarry	Darley Dale	80
HC2(n)	Land at Cavendish Cottage	Doveridge	46
HC2(t)	Land at Cawdor Quarry	Matlock	395
HC2(x)	Land to the north of Porter Lane, East of Main Street	Middleton by Wirksworth	57
HC2(cc)	Land at Middleton Road	Wirksworth	150
HC2(dd)	Land at Middlepeak Quarry	Wirksworth	645
HC2(ee)	Land to the rear of 120 Green Road, Ashbourne	Ashbourne	88
HC2(ff)	19 Station Street, Ashbourne	Ashbourne	34
HC2(gg)	Land to south of A52, Ashbourne	Ashbourne	350*
HC2(hh)	Portion of Land south of Cavendish Drive/ Belper Road, Ashbourne	Ashbourne	28
HC2(ii)	Land at Ashbourne Airfield, Ashbourne	Ashbourne	1667**
HC2(jj)	Land South of Main Road, Brailsford	Brailsford	53
HC2(kk)	Land at Green Farm, Church lane, Brailsford	Brailsford	12
HC2(ll)	Land on the west side of Darley Road North, Darley Dale	Darley Dale	40
HC2(mm)	Land north of old Hackney Lane, Darley Dale	Darley Dale	14
HC2(nn)	Land south of Darley Lodge, Darley Dale	Darley Dale	25
HC2(oo)	2 Marston Lane, Doveridge	Doveridge	13
HC2(pp)	Land North of Derby Road, Doveridge	Doveridge	194
HC2(qq)	Land at Babbs Lane, Doveridge	Doveridge	36
HC2(rr)	Land at Ednaston	Ednaston	10
HC2(ss)	Land east of Dog Lane, Hulland ward	Hulland ward	20
HC2(tt)	Highwood House, Main Road, Hulland Ward	Hulland Ward	10
HC2(uu)	Land at Snitterton Road, Matlock	Matlock	34
HC2(vv)	Land to south side of Porter Lane, Middleton By Wirksworth	Middleton	59

Reference	Location	Settlement	Number of Dwellings
HC2(ww)	Former Matlock Transport Site, Northwood	Northwood	22
HC2(xx)	Land at Tansley Wood Mills, Tansley	Tansley	50
HC2(yy)	Land at Jackhill Farm, Tansley	Tansley	150
HC2(zz)	Broad location for Garden Community at Darley Moor Airfield	Other	1500-4000***

Table 5 Derbyshire Dales Housing and Mixed-use Land Allocation Sites

* Development at this site will extend beyond 2042. Assumed completion of 300 dwellings 2026-2042.

**367 dwellings already consented and included in commitments in trajectory.

*** Development at this site will extend beyond 2042. Assumed completion of 1050 dwellings 2026-2042.

Proposals for housing development will be permitted on these sites, subject to the provision of, or financial contributions towards, any new and/or improved physical, social, community and green infrastructure to meet the needs of the development and the mitigation of any harmful impact of development on the community and environment, as well as satisfying the criteria set out in other relevant policies in the Local Plan and the site specific requirements listed below.

Location	Specific requirement
HC2(b), Former Mirage Hotel, Derby Road, Ashbourne	• Contributions to public transport improvements • Flood Risk Assessment required to mitigate surface water risk to site boundary • Transport Statement required • Alternative parking arrangements for adjacent care home • Retain roadside boundary trees • Financial contributions are required to education places • Ensure sewerage capacity in the receiving network
HC2(m), Land at Stancliffe Quarry, Darley Dale	See Policy DS3
HC2(n), Land at Cavendish Cottage, Doveridge	• Access should be taken from Derby Road, Doveridge to the southwest site frontage • Flood Risk Assessment required • Ensure capacity within receiving sewerage network • Archaeological assessment required • Localised highway improvements to ensure highway safety

Location	Specific requirement
	• Transport Statement required. • Local School limited capacity, S106 contributions required • Financial Contributions towards community facilities, including village shop and public transport provision
HC2(t), Land at Cawdor Quarry, Matlock	See Policy DS9
HC2(x), Land to the north of Porter Lane, East of Main Street, Middleton by Wirksworth	• Access to be taken from Porter Lane, (B5035) subject to gaining maximum drivers' visibility along the frontage and improved pedestrian facilities and linkages. • Contamination and ground survey required • Flood Risk Assessment • Landscape Plan • Historic Environment Assessment • Transport Statement required • Trees and Hedgerows retained to boundaries
HC2(cc), Land at Middleton Road, Wirksworth	See Policy DS6
HC2(dd), Land at Middlepeak Quarry, Wirksworth	See Policy DS7
HC2(ee) Land to the rear of 120 Green Road, Ashbourne	• Access to be taken from the Green Road, Ashbourne • Localised highways and pedestrian access required • Flood Risk Assessment • Landscape Plan • Historic Environment Assessment to take account of the entries for ridge and furrow • Desk and field based archaeological assessment • Ecological assessment to reduce any adverse hydro-ecology impacts on the nearby Henmore brook watercourse • Development should not extend beyond the public footpath/Shrovetide route which should be protected and enhanced. • Financial contributions are required towards education places and health facilities

Location	Specific requirement
	• Ensure sewerage capacity in the receiving network • Provision of a minimum 20% BNG
HC2(ff) 19 Station Street, Ashbourne	• Access to be taken from Station Road, Ashbourne, demolition of 19 and 19a Station Street to allow access • Localised highway improvements including pedestrian highway safety • Transport Statement and Travel plan required • Financial contributions are required towards education places • Ensure sewerage capacity in the receiving network • Ground contamination survey
HC2(gg) Land to south of A52, Ashbourne	See Policy DS11
HC2(hh) Portion of Land south of Cavendish Drive/ Belper Road, Ashbourne	• Site cannot be developed in isolation and access to be taken from development adjacent site (planning permission (22/01407/FUL), subject to an appropriate design by means of an improvement to the retained agricultural access and to ensure that the footway(s) serving the SHLAA906 access are connected to the footway along the northern side of the site access road within the permitted site. • Landscape Plan • Provision of a minimum 20% BNG • Historic Environment Assessment • Retention of trees to the southwest boundary • Ecological Assessment • Sewerage and drainage assessment • Financial contributions are required towards education places • Ensure sewerage capacity in the receiving network
HC2(ii) Land at Former Ashbourne Airfield	See Policy DS10
HC2(jj) Land South of Main Road, Brailsford	• Access to be secured through adjoining site Appeal decision APP/P1045/W/23/3335780 (in relation to planning application ref 23/00616/OUT) permitted a development of up to 75 dwellings and a Use Class E commercial development of less than 500 sqm on land south of Main Road, Brailsford.

Location	Specific requirement
	• Landscape Plan • Historic Environment Assessment • Desk and field based archaeological assessment • Mature trees to southern boundary to be retained • Financial contributions are required towards education places
HC2(kk) Land at Green Farm, Church lane, Brailsford	• Access to be taken from the long frontage onto the A52 to the west of the A52 and Green junction. • New footway provision would be required along the southern side of the A52 at the site frontage to enable a connection to be made between the site and the existing footway to the east of The Green. Pedestrian crossing facilities would also be required over the A52. • Flood Risk Assessment required • Landscape plan • Desk-based archaeological assessment and field evaluation required. • Historic Environment Assessment • Ecological assessment • Localised highways and pedestrian improvements, including improvements to environmental quality and safety along the A52.
HC2(II) Land on the west side of Darley Road North, Darley Dale	• Access to be secured through Olympian way • Layout and design to minimise impact on landscape, green spaces and long distance view and to retain established trees along A6. • Transport Assessment required • Restrict development to existing settlement edge to avoid ribbon development along the A6. • Improvements to Active Travel along the A6 to Darley Dale, Matlock Town Centre and the Railway Station are required. • Contribution to public transport improvements • A site specific Flood Risk Assessment in accordance with the findings of the Derbyshire Dales Strategic Flood Risk Assessment, incorporating Surface water control measures (SUDS) throughout the development including, where possible and feasible, use of natural sustainable drainage opportunities • Drainage Impact Assessment
HC2(mm) Land north of old Hackney Lane, Darley Dale	• Access to be secured through adjacent development Off Old Hackney Lane granted on appeal (APP/P1045/W/25/3361297) • Land retention works • Layout and design to minimise impact on landscape, green spaces and long distance views. • Large mature trees to boundaries retained • Ecological survey

Location	Specific requirement
HC2(nn) Land south of Darley Lodge, Darley Dale	• Improvements to Active Travel along the A6 to Darley Dale, Matlock Town Centre and the Railway Station are required. • Contribution to public transport improvements • A site specific Flood Risk Assessment in accordance with the findings of the Derbyshire Dales Strategic Flood Risk Assessment, which demonstrates how a sequential approach to the site layout will ensure the site remains safe for users now and in the future without increasing flood risk elsewhere and incorporating surface water control measures (SuDS) throughout the development including, where possible and feasible, use of natural sustainable drainage opportunities. • Desk-based archaeological assessment and field evaluation required • Ecology survey • Protect, enhance and buffer the marsh within the potential Local Wildlife Site. • Localised Highway and pedestrian improvements required • Contamination survey • 100% affordable housing to be delivered on site • Drainage Impact Assessment
HC2(oo) 2 Marston Lane, Doveridge	• Access to be taken from Old Marston Lane, Doveridge • Noise survey to mitigate impacts from A50 • Localised highway & pedestrian improvements • Mature trees on North and Western boundaries to be retained.
HC2(pp) Land North of Derby Road, Doveridge	See Policy DS12
HC2(qq) Land at Babbs Lane, Doveridge	• Access to be taken from Marston Lane, Doveridge • Potential for alternative access from HC2(pp) should be explored with potential to utilise Babbs Lane as green route. • Masterplanning and layout should consider and integrate with allocation HC2(pp) and the existing village. It should facilitate walking and cycling routes to HC2(pp) and the existing and prospective services and facilities. • Desk-based archaeological assessment and field evaluation required • Financial Contributions towards education places, community facilities, including village shop and public transport provision • Historic Environment Assessment

Location	Specific requirement
HC2(rr) Land at Ednaston	• Flood Risk Assessment • Desk-based archaeological assessment and evaluation (geophysical survey in first instance) • Historic Environment Assessment • Localised Highway and pedestrian improvements required • Provision of a minimum 20% BNG • Layout and design to reflect character of existing settlement
HC2(ss) Land east of Dog Lane, Hulland Ward	• Site to be accessed from Dog Lane • Transport statement required • Historic Environment Assessment
HC2(tt) Highwood House, Main Road, Hulland Ward	• Flood Risk Assessment • Exclude northeastern area due to surface water flood risk • Ecology survey
HC2(uu) Land at Snitterton Road, Matlock	• Contamination and remediation survey • Landscape Plan • Localised Highway and pedestrian improvements required • Transport statement • Financial contributions are required towards education places and health facilities in the Matlock area • Ensure sewerage capacity in the receiving network
HC2(vv) Land to south side of Porter Lane, Middleton By Wirksworth	• Access to be taken from Porter Lane • Contamination and ground condition survey • Mine shafts to be capped • Transport statement • Localised Highway and pedestrian improvements required • Exclude area of surface water flood risk to north of site • Ecological Survey, possibility of Great Crested Newts in pond on site. • Desk-based archaeological assessment and field evaluation required • Linear tree group to retained where possible • Landscape plan • Protection of wildlife corridor • Historic Environment Assessment
HC2(ww) Former Matlock Transport	• Improvements to Active Travel along the A6 to Darley Dale, Matlock Town Centre and the Railway Station are required. • Contribution to public transport improvements

Location	Specific requirement
Site, Northwood	• A site specific Flood Risk Assessment in accordance with the findings of the Derbyshire Dales Strategic Flood Risk Assessment, incorporating Surface water control measures (SuDS) throughout the development including, where possible and feasible, use of natural sustainable drainage opportunities • Buffer zone to the watercourse required • Retain protected trees along south and western boundaries. • Extensive localised Highway and pedestrian improvements required off Cote Hilloc
HC2(xx) Land at Tansley Wood Mills, Tansley	• Contribution to public transport improvements • A site specific Flood Risk Assessment in accordance with the findings of the Derbyshire Dales Strategic Flood Risk Assessment, which demonstrates how a sequential approach to the site layout will ensure the site remains safe for users now and in the future without increasing flood risk elsewhere and incorporating Surface water control measures (SuDS) throughout the development including, where possible and feasible, use of natural sustainable drainage opportunities. • Localised Highway and pedestrian improvements required • FRA • 20m buffer required from the riverbank • High surface water risk to south/ east of site • Flood zone 3 to east and west of site to be excluded from development • Contamination survey • Protection of impacts upon adjacent Lumsdale Local Wildlife Site • Historic Environment Assessment • Archaeological desk-based assessment • Group of mature trees to southern boundary to be retained • Financial contributions are required towards education places and health facilities in the Matlock area • Ensure sewerage capacity in the receiving network
HC2(yy) Land at Jackhill Farm, Tansley	See Policy DS13
HC2 (zz) New settlement	See Policy DS14

Table 6 Specific Requirements for Housing Land Allocations in the Derbyshire Dales

Self-Build Housing Provision

- 6.3 Self-build housing, also known as Custom Build, typically involves individuals commissioning the construction of a new house from a builder, contractor, package company or physically building a house for themselves. The Government are keen to promote an increase in self-build housing as one of the means of addressing housing need. The Self-Build and Custom Housebuilding Act 2015 requires Local Planning Authorities to keep registers of self and custom builders for their area. It also places a duty on local authorities to “have regard to” such registers when carrying out their planning, housing, land disposal and regeneration responsibilities.

Policy HC3: Self Build Housing Provision

Where there is a proven demand for self-build housing provision as demonstrated by the Council’s Self-Build Housing Register, developers will be expected to make provision for small builders or individuals or groups who wish to custom build their own home as part of all housing allocations included within this Local Plan. In determining the nature and scale of provision, the District Council will have regard to considerations of viability and site specific circumstances.

Affordable Housing

- 6.4 The NPPF states that Local Planning Authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area.
- 6.5 The conclusions of the Derbyshire Dales Housing & Employment Land Needs Assessment update (December 2023) reiterated previous research that Affordable Housing is a key issue that needs to be addressed in Derbyshire Dales arising from the high cost of houses, and the relatively low incomes of local employees.
- 6.6 In bringing forward new residential development the District Council will seek to ensure that an appropriate mix of affordable housing types are delivered. In line with its corporate priorities, the District Council will also ensure that families are able to live and thrive in their own communities.
- 6.7 A Government Order has designated a number of parishes with the Council area as a “rural area” under section 157(1)(c) of the Housing Act 1985. This means that for these areas affordable housing can be sought for residential developments that are not major developments.
- 6.8 The parishes this applies to are:
Alkmonton, Atlow, Bonsall, Boylestone, Bradbourne, Bradley, Brailsford, Brassington, Callow, Carsington, Clifton and Compton, Cromford, Cubley, Doveridge, Edlaston and Wyaston, Hognaston, Hollington, Hopton, Hulland, Hulland Ward, Kirk Ireton, Kniveton, Longford, Mapleton, Marston Montgomery, Mercaston, Middleton, Norbury and Roston, Northwood and Tinkersley, Offcote and Underwood, Osmaston, Rodsley, Rowsley, Shirley, Snelston, Somersal Herbert, South Darley, Sudbury, Tansley, Yeaveley and Yeldersley
- 6.9 The Councils viability evidence suggests that the policies of the plan are deliverable with a rate of affordable housing of 25%.

6.10 The District Council aims to ensure that local affordable housing needs are met locally, through the delivery of new development. This will be achieved through the introduction of a Local Lettings Policy in villages where there is evidence of housing need, based on local connection criteria. It is not considered that such a policy will be required in the towns in the Plan area in view of the higher volumes of affordable housing likely to come forward.

6.11 Discounted market sales housing is that sold at a discount below local market value. Eligibility is determined with regard to local incomes and local house prices. Evidence shows that a discount of 30% can make homes affordable.

POLICY HC4: Affordable Housing

The District Council will seek to maximise the delivery of affordable housing across the plan area by working in partnership with Homes England, EMCCA, Registered Providers, Developers, Community Land Trusts and Local Communities.

In order to address the significant need for affordable housing across the Plan area, affordable housing should be provided at 25% of the total site capacity as follows:

- **On sites of 5 or more dwellings in the Rural Areas Designation**
- **On sites of 10 or more dwellings elsewhere**

The affordable housing provision should be in the form of 80% social and affordable rented accommodation with the balance being provided as shared ownership, or other affordable routes to home ownership as defined in national policy, such as Discounted Market Sales housing. These proportions may be varied in light of individual site circumstances and local considerations with the agreement of the District Council.

Where the proposed provision of affordable housing is below the requirements set out above, the District Council will require applicants to provide evidence by way of a financial appraisal to justify a reduced provision.

To ensure that new affordable housing effectively meets the needs of local families, the Council will introduce Local Lettings Policies (LLP's) for new affordable housing in Tier 3, 4 and 5 settlements where evidence by way of housing needs data indicates evidence of housing need in that community or an adjoining one. Such LLP's will incorporate local connection criteria which prioritise access for local families.

Affordable housing provision should normally be provided in the form of completed dwellings, designed as an integral part of the development site itself and in perpetuity. Dwellings should be designed on a 'tenure blind' basis. In exceptional cases, the Council may allow provision of affordable housing off-site or by means of a financial contribution of equivalent value or through the provision of serviced land or a combination thereof.

For Discounted Market Sales homes a discount of 30% should be applied to the Open Market Value.

Rural Exception Sites

6.12 The past delivery of affordable housing across the Plan area has occurred by negotiation with private sector housing developers, and by way of "rural exceptions", whereby sites have been brought forward solely for affordable housing when in normal circumstances they would not have been appropriate locations for new open

market housing. Much of this activity has been facilitated by the Council's Rural Housing Enabler. Affordable Housing provided on rural exception sites delivers much needed housing to those in local need. The District Council will continue to support the provision of affordable housing on rural exception sites.

- 6.13 In designated rural areas, the NPPF indicates that Local Planning Authorities can consider allowing some market housing that would facilitate the provision of significant additional affordable housing to meet local needs. Experience to date has suggested that with the involvement of the Rural Housing Enabler and a Registered Housing Association that market housing has not been required to deliver local needs housing through the exception route. With funding for affordable housing being significantly reduced it is feasible over the Plan period that the delivery of affordable housing on rural exception sites may require some open market housing to subsidise their delivery. It is expected that any affordable housing built under this policy will remain part of the District's affordable housing supply in perpetuity. Discount starter homes do not fall within the current NPPF definition of affordable housing and are therefore exempt from this perpetuity requirement.

Policy HC5: Rural Exception Sites (Meeting Local Affordable Housing Need)

In exceptional circumstances, planning permission will be granted for affordable housing on sites that would not normally be released for housing development subject to the following:

- a) the Council is satisfied that the development is of a size, type and tenure which can be justified by evidence of local housing need which cannot be readily met elsewhere in the locality, for the number and type of housing proposed;
- b) the scale is in keeping with the settlement's setting and its role in the settlement hierarchy;
- c) the site is considered to be the most suitable to meet the identified local need;
- d) the site is accessible to a range of local facilities and services;
- e) it is not subject to any other over-riding environmental or other material planning constraints;
- f) Local lettings policies will be introduced for Rural Exception Sites to ensure that they are made available to meet local needs. Such LLP's will incorporate local connection criteria which prioritise access for local families;

In exceptional circumstances, planning permission will be granted for mixed affordable and open market housing as part of an exception site where it can be demonstrated that the provision of open market housing is required to viable facilitate the delivery of the local needs affordable housing.

The amount of open market housing for which planning permission will be granted will be limited to that which is the minimum required to facilitate the delivery of the local needs affordable housing provided that:

- g) all the requirements set out in the clauses (a) to (f) above are met;
- h) the number of open market dwellings included in the scheme shall be no more than that required to provide the necessary number of local needs affordable dwellings at low cost and shall not be more than 50% of the total number in the scheme;
- i) it can be ensured that the development profits from the open market housing element of the scheme above a reasonable developer return (having regard to

- appropriate land values and margin on building costs) are employed in subsidising the local needs element;
- j) the affordable housing element of the scheme is delivered in accordance with a programme agreed beforehand with the Local Planning Authority.

Gypsy and Traveller Provision

6.14 The NPPF (2024) and Planning Policy for Traveller Sites (2024) require Local Planning Authorities to carry out assessments of the future accommodation needs of Gypsies and Travellers. These are called Gypsy and Traveller Accommodation Assessments (GTAAAs), which can be used to inform the preparation of policy and site allocations for Gypsies and Travellers at Housing Market Area or Local Plan level, as appropriate. In accordance with the NPPF and the Duty to Cooperate set out in the Localism Act 2011, a GTAA covering Derby, Derbyshire, Peak District National Park Authority and East Staffordshire was jointly commissioned by the following organisations:

- Derbyshire County Council, Derby City Council and eight District and Borough Councils in Derbyshire;
- Peak District National Park Authority;
- East Staffordshire Borough Council.

6.15 The GTAA was completed in July 2023. The GTAA provides a starting point for considering pitch and plot requirements for Gypsies and Travellers and Travelling Showpeople in the Plan area for the period 2020 to 2040. A total pitch requirement of 11 pitches over this period is identified in the GTAA as set out in table 7 below:

Period	Number of pitches
Total 2020-25	8
Total 2025-30	1
Total 2030-35	1
Total 2035-40	1
Total 2020-40	11

Table 7 Gypsy and Traveller Pitches in Derbyshire Dales

6.16 Sites are allocated at Watery Lane, Ashbourne for 4 pitches and at The Woodyard, Homesford, where there is an extant consent (23/00630/FUL) for 8 pitches.

Policy HC6: Gypsy and Traveller Provision

Within the Plan area, there is a requirement for a minimum of 11 Gypsy and Traveller pitches for the period 2020-2040.

The District Council will allocate 0.3ha of land south of Watery Lane, Ashbourne, adjacent to the Household Waste Recycling Centre as identified on the Local Plan Policies Map for at least 4 Gypsy and Traveller pitches. A site at the Woodyard, Homesford which has a current planning consent for 8 traveller pitches is also allocated on the Local Plan Policies Map.

The Council will ensure that a five year supply of specific deliverable sites for Gypsies and Travellers is maintained throughout the lifetime of the Local Plan.

In addition to the allocated sites, development to meet the specific needs of Gypsies, Travellers and Travelling Showpeople will be permitted, providing the following:

- a) the proposal will not have a significant detrimental impact on neighbouring residential amenity or other land uses;
- b) Protection of the historic environment (in line with Policy PD2);
- c) the site has safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network and would not result in a level of traffic generation which is inappropriate for roads in the area;
- d) the site is situated in a suitable location in terms of local amenities and services including schools, shops, health services, and employment opportunities to allow access by sustainable means;
- e) the site is capable of providing adequate on-site services for water supply, mains electricity, facilities for recycling and waste disposal and foul and surface water drainage;
- f) the site will enable vehicle movements, parking and servicing to take place, having regard to the number of pitches/plots and their requirements as well as enabling access for service and emergency vehicles;
- g) the site is not situated within an area at high risk of flooding;
- h) the development is well planned and incorporates soft landscaping measures in order to satisfactorily mitigate the impact upon the character or appearance of the local area, the landscape or sites/areas of nature conservation value or heritage assets in accordance with other policies in this Plan;
- i) the site is capable of providing adequate levels of privacy and residential amenity for site occupiers;
- j) the site is suitable taking account of ground conditions, land stability, flooding and other environmental risks and nuisances, with appropriate mitigation secured prior to occupation including the use of SuDS;
- k) the site is designed in accordance with the guidelines as detailed in relevant good practice guidance

Replacement Dwellings

6.17 Paragraph 84 of the National Planning Policy Framework seeks to avoid new inappropriate isolated dwellings in the countryside. The replacement of dwellings in the countryside will be permitted provided that the dwelling to be replaced has not by its condition or use abandoned its residential use. The scale, form, design and massing of replacement dwellings needs to be controlled to ensure that development is complementary to its surroundings and the character of the countryside.

Policy HC7: Replacement Dwellings

The replacement of dwelling houses outside defined settlement development limits will only be permitted where all of the following criteria are met:

- a) the residential use has not been abandoned;
- b) the existing use as a dwelling is lawful;
- c) the number of dwelling units on the site is not increased;
- d) the existing dwelling does not make a positive contribution to landscape character or distinctiveness such that it should be retained;
- e) the scale, form, design and massing of the replacement dwelling does not detract from the character or appearance of its setting or surroundings;
- f) the existing dwelling is not a caravan or mobile home;
- g) the existing dwelling is demolished.

Conversion and Re-Use of Buildings for Residential Accommodation

- 6.18 The NPPF provides support for the re-use and conversion of existing buildings to assist with the sustainable growth and expansion of all types of business and enterprise in rural areas. It also supports the conversion of existing buildings to support the transition to a low carbon economy. Recent legislative changes have introduced more flexibility about the re-use of existing buildings in rural areas for residential development without the benefit of planning permission.
- 6.19 Some redundant buildings are of architectural or historic interest and can make an important contribution to the character of the settlement or to the quality of the landscape. Preference is for such buildings to be retained and put back into beneficial use rather than being allowed to fall into disrepair. As such conversion to residential use may be an appropriate means of securing their long-term preservation. Where conversions are permitted, they must use the existing structure and fabric as far as possible, with only minimal necessary strengthening. Proposals entailing significant demolitions and rebuilding will not be permitted.
- 6.20 However, in the countryside not all buildings are appropriate for conversion to a permanent open market residential use. Many are in isolated locations in the open countryside and only suitable for conversion to permanent residential accommodation for use in connection with farming or other rural activity. In the countryside some buildings, having outlived their original purpose, are better demolished and the site returned to a green field.
- 6.21 Residential conversions can often have a detrimental impact upon the fabric and character of barns, mills and other traditional buildings. Ancillary activities such as garaging, car parking, and boundary treatments can be very intrusive in the countryside. If planning permission is granted for a residential conversion in the countryside the Council will seek to impose conditions removing all permitted development rights.
- 6.22 The District Council has previously adopted Supplementary Planning Documents relating to the conversion of farm buildings in respect of design guidance. These will be reviewed once the Local Plan has been adopted to ensure that they can continue to be used in the assessment, consideration and determination of planning applications as Planning Guidance. Applications to convert rural buildings should include a structural survey to prove the building is capable of conversion without substantial rebuilding.
- 6.23 In instances where a building cannot meet the criteria for conversion as set out within the Local Plan, without major extension or harm, the Council may support an alternative re use (such as employment, community or tourism uses, under policies S4, EC10 or EC8, rather than inappropriate residential conversion).

Policy HC8: Conversion and Re-Use of Buildings for Residential Accommodation

Outside defined settlement development limits, the conversion and/or re-use of existing buildings to residential use from other uses will be permitted where all of the following criteria are met:

- a) the building or group of buildings are of permanent and substantial construction;
- b) the form, bulk and general design of the existing building or group of buildings make a positive contribution to the character and appearance of its surroundings;
- c) the building or group of buildings can be converted without extensive alteration, rebuilding or extension; retaining the building architectural character.
- d) the conversion does not have a detrimental impact upon the character and appearance of the building or group of buildings and its surroundings.
- e) Conversion of farm buildings should not require the need for additional built footprint or major extensions.

Residential Sub-Division of Dwellings

6.24 The Council will encourage the full and effective use of land in appropriate locations within existing urban areas. For example, the use of first floor premises over shops and offices, as flats, can have particular benefits, not only by providing additional housing but also by contributing to the vitality of a town centre particularly in the evening and at night. Such use can also lead to the retention and improved maintenance of a previously under-utilised building and the provision of small units of accommodation.

6.25 The subdivision of existing dwellings can contribute a source of new housing supply and such proposals can be a satisfactory way of raising densities areas close to public transport nodes. Whether or not subdivision is acceptable or not will depend on the characteristics of the buildings and area, and the standard of accommodation achieved. The conversion of houses into self contained units of accommodation should only be undertaken with care and should have regard to the amenities of neighbouring occupiers and the character of the area, whether rural or urban. Provision should be made for satisfactory parking space within the site curtilage to cater for an increase in the number of residents and to prevent any potential obstruction of the highway caused by residents parking on the roadside by necessity.

6.26 Proposals should not require any further significant extensions or additions to the original building in order to be acceptable. The building when subdivided should appear almost identical to its pre-conversion form and any alterations deemed to be necessary must be appropriate in character to the locality. This principle is consistent with the objective of development restraint in the countryside and will prevent the urbanising effect of unrestricted alterations.

6.27 Planning conditions may also be imposed to remove permitted development rights, so that control can be exercised over the future form of the building.

Policy HC9: Residential Sub-Division of Dwellings

Subject to other development Plan policies, proposals for the subdivision of dwellings will be generally acceptable. In considering proposals for the sub-division of existing dwellings into two or more self- contained residential units the Council will have regard to:

- a) the provision of adequate vehicular access, car parking, amenity space and facilities for recycling and refuse storage;
- b) the adequacy of the internal accommodation in terms of privacy, natural light and outlook relative to the intensity of occupation envisaged;
- c) the likely impact on the amenity, character and appearance of the immediate neighbourhood of the design, scale, form and footprint of any proposed extension or alteration;
- d) the need to minimise built form through the conversion of any existing outbuildings.

Extension to Dwellings

6.28 The extension of existing dwellings is often an effective means of improving the housing stock. The Council is committed to allowing people to improve and extend their property, but will seek a high standard of design, which complements the scale and style of the house to be extended and others nearby.

6.29 Proposals to extend converted farm buildings, including detached garages, outbuildings and overtly domestic additions such as conservatories will normally be inappropriate due to their inherent agricultural character.

Policy HC10: Extension to Dwellings

The District Council will support proposals for the extension of residential properties, and for erection of outbuildings incidental to the enjoyment of the dwelling, provided all the following criteria are met:

- a) the plot size of the existing property is large enough to accommodate the extension or outbuilding without resulting in a cramped or overdeveloped site;
- b) the height, scale, form and design of the extension or outbuilding is in keeping with the scale and character of the original dwelling (taking into account any cumulative additions), and the site's wider setting and location;
- c) following construction of the extension, or outbuilding, sufficient space is available for the parking of cars, in line with the Council's Parking Standards, in a way that does not detract from the character and appearance of the area.

Housing Mix and Type

6.30 The NPPF states that Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes). The Council recognises that there are many differing needs within our communities as regards the range, type and size of housing required. Meeting the housing needs of all sectors of the community by providing a range and choice of housing is therefore a key objective of the Council. The Council also recognises that access to good housing is fundamental to improving the health and wellbeing of the District's communities.

6.31 The District needs a diverse range of housing sizes and types including specialised accommodation that addresses the needs of elderly or vulnerable people. Flexible design and adequate space is needed so that residential environments make it possible for people of any age or level of mobility to have a full life and take part in

the community around them. The Derbyshire Dales Housing & Employment Land Needs Assessment Update 2023 sets out the needs and suggested mix.

Policy HC11: Housing Mix and Type

All new residential developments (both market and affordable and whether general needs or specialised) will be required to contribute towards the creation of sustainable, balanced and inclusive communities by meeting identified local and District housing needs in terms of housing mix, size and tenure. Generally, the larger the scale of development, the more opportunity exists for a wider range of dwelling types and sizes.

The Council will seek to secure the following mix of housing as part of all residential developments of 10 dwellings or more. The final mix achieved on any site will be informed by the location, nature and size of the development site, character of the area, evidence of local housing need, turnover of properties at the local level and local housing market conditions.

Type	1 bed	2 bed	3 bed	4+ bed
Market	5%	40%	40%	15%
Affordable Home Ownership	20%	50%	15%	5%
Affordable Housing Rented (General Needs)	35%	35%	20%	10%
Affordable Housing Rented (older Persons)	55%	45%		

Table 8 Housing Mix and Type in the Derbyshire Dales

In order to maximise flexibility in the housing stock, 1 and 2 bed affordable homes should be provided through an appropriate mix of bungalows and houses, whilst 3 and 4 bed affordable homes should be provided as houses.

Proposals that do not provide for the above housing mix will be required to demonstrate how the development contributes to meeting the long term housing needs of the district particularly in regard to the housing needs of young people, families and the elderly. Planning permission will be granted for developments that provide an appropriate mix of housing having regard to the factors outlined above. The Council will be flexible on the above mix in cases where there is a proven viability issue that would impact on delivery and compliance with other policies.

Specialised Housing Accommodation

Specialised accommodation is Use Class C3 housing that meets the needs of the elderly and vulnerable people of whatever age and includes the broad range of accommodation for older people and those with specialist care needs. It includes sheltered/retirement accommodation, assisted living with managed care and support services, extra care housing with on-site care and support services, close care housing which includes on-site care and support and large scale retirement villages (100+ units). Schemes that provide specialised accommodation whilst promoting independent living will be supported provided all of the following criteria are met:

- a) the type of specialised accommodation proposed meets identified District needs and contributes to maintaining the balance of the housing stock in the locality;
- b) the proposal relates well to the existing settlement and provides easy access to services and facilities, including public transport, enabling its residents' to live independently as part of the community;
- c) the design of the proposal, including any individual units of accommodation, is capable of meeting the specialised accommodation support and care needs of the occupier; and
- d) arrangements are in place to ensure the delivery of appropriate care and support packages.

Registered Care Provision

Schemes that provide registered care accommodation (Use Class C2) will be supported provided that the type of provision meets identified District needs.

Flexible Design

The District Council will encourage all residential developments to be designed and built to encourage sustainable and flexible living. In particular, it will provide accommodation that can be easily adapted to suit changing household needs and circumstances, including to cater for home working and to benefit household members with disabilities or older residents who may need care and support.

All dwellings will therefore incorporate sufficient storage space and floor layouts which will provide practical usable space and a good standard of amenity.

Elderly Needs Accommodation

6.32 Derbyshire Dales has a significantly older population structure than most local authority areas and the evidence indicates that the population of people aged 65 plus is anticipated to likely to rise by 43% over the Plan period (Derbyshire Dales Housing & Employment Land Needs Assessment Update 2023).

6.33 The District Council recognises the need to provide housing for older people as part of the wider aim of achieving a good mix of housing, but also understands that many older people wish to exercise choice and value control over their housing options. In recent years new models of enhanced and extra care housing have emerged. These aim to meet the needs of those who require high levels of care and support alongside those who are still generally able to care for themselves. These models often allow for changing circumstances in situ rather than requiring a move.

6.34 These opportunities will not suit everybody and accordingly the following policy seeks to ensure choice, by supporting people who want to stay in their own homes, or to care for family members, through adaptations to properties.

POLICY HC12: Elderly Needs Accommodation

The District Council will support the provision of accommodation for older people which ensures that they are able to sustain on-going independence either in their own homes or with the support of family members. To enable this, the Council will support evidence-based proposals for the creation of self-contained annexes and extensions to existing dwellings in order to accommodate an elderly or disabled dependent.

Planning permission will be granted for the creation of an annexe where there is a clear justification for a dependant or full-time carer provided the following criteria are met:

- a) the annexe is linked to the main dwelling by an internal door or doors;**
- b) the annexe is readily convertible into an extension to the main dwelling when no longer required for family health circumstances.**

Permission may be granted to convert an existing outbuilding within the curtilage of a dwelling house to a self-contained annexe where it is not possible to attach the outbuilding to the main house. Any such application will require a legal agreement to ensure that a new dwelling is not created in an unsustainable location. Any outbuilding to be converted must be closely related to the main dwelling and have shared parking and amenity (garden) space.

Agricultural and Rural Workers Dwellings

6.35 In most cases workers employed in agriculture or other rural based enterprises, and their families, will be able to live in nearby villages or towns rather than having to build new dwellings in the countryside. However, there will be some cases where it is essential for those employed in these enterprises to live at, or very close to the site of their work. Whether this is essential in any particular case will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of any individual involved.

6.36 If planning permission is to be granted, it will be an exception to normal planning policy. The onus is therefore on the applicant to satisfy the District Council that their involvement in farming, forestry or other rural enterprise is genuine, (or is reasonably likely to materialise), that the activity requires essential supervision necessitating a new dwelling close by and is capable of being sustained for a reasonable period of time sufficient to justify the development.

6.37 When assessing applications for dwellings associated with agriculture, forestry or other rural based enterprise the District Council will apply both functional and financial tests to determine whether such a dwelling is required.

POLICY HC13: Agricultural and Rural Workers Dwellings

The District Council will support proposals for the provision of dwellings to meet the needs of agricultural, forestry or other rural based workers. Planning permission will be granted where it can be demonstrated that all of the following criteria are satisfied:

- a) there is a clearly established functional need;**
- b) the need relates to a full-time worker or one who is primarily employed in agriculture, forestry or other rural based enterprise which needs to be located in the area and does not relate to a part-time requirement;**
- c) the unit and the agricultural / forestry or other rural based enterprise has been established for at least three years and has been profitable for at least one of them, is currently financially sound and has a clear prospect of remaining so. Where this need is unproven or a new business is being established, a temporary dwelling (such as a mobile home) may be permitted to allow time to establish that there is a genuine functional and financial need for a permanent dwelling. A temporary dwelling will only be permitted for a maximum period of 3 years;**
- d) the functional need cannot be fulfilled by another existing building on the unit or within the locality that could be converted, or another existing dwelling on**

the unit or within the locality which is suitable and available for occupation by the worker concerned;

- e) the size of the dwelling is commensurate with the needs of the enterprise and is sustainable in terms of the viability of the activity;**
- f) the dwelling is well related to either existing dwellings or buildings associated the activity with which it is required;**
- g) the dwelling is not situated within an area of unacceptable flood risk and the site is suitable taking account of ground conditions, land stability, flooding and other environmental risks and nuisances, with appropriate mitigation secured prior to occupation including the use of SuDS.**

In all cases, the District Council will:

- seek to prevent the sale of the dwelling separately from the site itself or any part of it without the prior approval of the District Council;**
- limit occupation of the dwelling to a person solely based in a rural based activity or;**
- to a person solely, mainly or last employed in agriculture within the locality, or to a widow or widower of such persons and to any resident dependants.**

Applications for the removal of restrictive occupancy conditions will only be granted where it can be demonstrated that:

- a) the restriction has outlived its original planning purpose and;**
- b) there is no reasonable prospect of the dwelling being occupied by an agricultural or other rural based worker as demonstrated by a comprehensive marketing exercise which reflects the nature of the occupancy restriction.**

Open Space and Outdoor Recreation Facilities

6.38 Open spaces, playing fields and outdoor recreation facilities form a vital part of Derbyshire Dales social infrastructure. They contribute to the health and wellbeing of residents, support biodiversity, provide opportunities for informal and formal recreation, and help shape the character and attractiveness of settlements across the district. In a predominantly rural area, these spaces also play an important role in supporting active lifestyles and community cohesion

6.39 The emerging Open Space, Sport and Recreation Study (2026) identifies that while the district benefits from extensive natural green space, there remain localised deficiencies in the quality, accessibility and functionality of certain types of provision, particularly children's play, parks and gardens, and allotments. Demand for allotments continues to exceed supply, reflecting growing interest in sustainable food production and community gardening.

6.40 Given the value of open space and outdoor recreation facilities, their loss can have a significant impact on local communities. This policy therefore seeks to protect existing provision unless it can be demonstrated that it is surplus to requirements or that replacement provision of equal or better quality, accessibility and community value can be secured. This approach aligns with national planning policy and ensures that the district's green infrastructure network is not eroded over time.

6.41 The Council supports the promotion of sport, leisure and recreation and will work with partners to improve participation and access across the district.

6.42 New housing development generates additional demand for open space, children's play and outdoor recreation. The policy requires developments of 11 or more dwellings to provide on-site open space where appropriate, or to contribute financially to off-site improvements where on-site provision is not feasible. The type and scale of provision will be guided by the most up to date evidence base, ensuring that investment is targeted where it is most needed.

6.43 Given the District's rural context and extensive access to natural greenspace, the emphasis is placed on typologies where need is greatest, such as children's play, allotments, parks and gardens, and civic spaces.

6.44 Ensuring the long term stewardship of new open space is also essential. The policy therefore supports a range of management models, including community trusts, parish councils and management companies, to ensure that new provision is maintained to a high standard and continues to serve local communities

6.45 Provision for open space and recreation is clearly important to the health and wellbeing of the area. The emerging Open Space, Sport and Recreation Study (2026) identified local standards for the provision of both open space and built facilities. These are set out below in Table 9 and will be used in the application of Policy HC14. An update to the Playing Pitch Strategy is also in progress and will provide the latest standards. The most up to date assessment will establish the revised standards for playing pitch provision and be used to secure on site provision. Together the emerging studies will ensure that Policy HC14 is underpinned by the latest evidence and that new development contributes positively to a well-connected, high-quality network of open space and recreation facilities.

Type	Definition	Area Requirements – Hectares per 1,000 people
Children's Play – Equipped Children's Play	Land provided with equipment the purpose of which is to enable young children to play.	0.07
Outdoor Sports Facilities	Land provided with facilities that allow for the use of the site for such activities as football and cricket.	1.82
Parks and Gardens	Accessible, high quality opportunities for informal recreation and community events.	0.36
Semi/Natural Green Space	Wildlife conservation, biodiversity, environmental education and awareness.	1.41
Amenity Green Space	Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas.	1.34

Type	Definition	Area Requirements – Hectares per 1,000 people
Allotments	Opportunities for people who to grow their own produce as part of the long term promotion of sustainability, health and social inclusion.	0.16
Civic Space	Providing a setting for civic buildings, public demonstrations and community events.	0.01

Table 9 Open Space Requirements (Open Space, Sport and Recreation Study 2026)

6.46 New housing developments will need to provide access to open space provision in addition to private and communal space in accordance with these standards. The requirements for on-site or off-site provision will however vary according to the type of open space to be provided. Given that the towns and villages across the Plan area are set in natural surroundings generally with ready access to the countryside, developer contributions for Semi/Natural Green Space and Amenity Greenspace will not be sought. In all other cases appropriate on-site provision will be negotiated with developers on a case by case basis in accordance with the standards, having regard to the location and characteristics of the site.

6.47 A financial contribution, where appropriate, will be required for the following typologies to either make up a deficit, enhance existing or to provide new facilities:

- Parks and Gardens
- Allotments
- Civic Space

6.48 Residential developments will generally be required to meet the need for children's play on-site, either as an integral part of the design, or by way of a financial contribution which will be used to install or upgrade play facilities in the vicinity of a proposed development. The Council will generally require either the provision of new on-site open space or a financial contribution towards the cost of new off-site provision where new residential development takes place in areas of inadequate public open space; or where existing provision would become inadequate because of the development. The future maintenance of any new open space provision will be the responsibility of the developer.

6.49 The Fields in Trust (FIT) recommended minimum area of a formal LAP (Local Area for Play) is approx. 0.01ha, or 100 sq. metres (0.01ha). Similarly, the FIT recommended area of a formal LEAP (Local Equipped Area for Play) is approx. 0.04 hectares, or 400 sq. metres. Therefore, on the basis of the above standards, a significant amount of new housing development is required to warrant on-site provision of formal children's play space of a FIT standard. Consequently with the exception of larger sites the provision for children's play space will take the form of developer contributions to up-grade equipped children's play facilities in the vicinity of the development.

6.50 To ensure a high quality of design and layout some informal open space provision will generally be required on-site. The extent of informal open space provision will be determined on a case by case basis taking account of site size, shape, and topography.

POLICY HC14: Open Space and Outdoor Recreation Facilities

The District Council will protect, maintain and, where possible, enhance existing open spaces, playing fields, outdoor sports facilities, children's play areas, allotments and amenity greenspace.

This will be achieved through:

- Protection of Existing Open Space and Outdoor Recreation
- Development resulting in the loss of such provision will only be supported where:
 - Equivalent or better replacement provision is secured in terms of quantity, quality, accessibility and community value, and the proposal delivers alternative outdoor sports or recreation benefits that clearly outweigh the loss; or
- Where an up to date assessment demonstrates the site is surplus to requirements.
- Where loss is accepted, planning conditions or legal agreements will secure replacement provision prior to the loss occurring.

Enhancing Existing Provision

The Council will support proposals that:

- Improve the quality, accessibility, biodiversity value and usability of existing open spaces and outdoor recreation facilities;
- Enhance children's play, including informal play opportunities and inclusive play design;
- Improve the network of community and village halls where they function as local access points for physical activity in rural settlements.

Provision of Open Space in New Development

New residential development of 11 dwellings or more will be required to:

- Provide on-site open space, children's play and outdoor recreation facilities where appropriate to the scale and form of development; or
- Make financial contributions to off-site provision, enhancement or management of open space and outdoor recreation facilities where on site provision is not feasible or appropriate.
- The type and scale of provision will be determined through the most up to date Open Space, Sport and Recreation Study, taking account of:
 - Local deficiencies in quantity, quality or accessibility;
 - The needs of children, young people and older residents;
 - Opportunities to enhance existing facilities within accessible distance;
 - The rural context of the district, where access to countryside reduces the need for certain typologies (e.g. semi natural greenspace).

Provision of Allotments

Given the high level of unmet demand, development proposals should protect existing allotments and support opportunities for new or expanded allotment provision, including community led models.

Management and Long Term Stewardship

The Council will support long term, community based management models, including parish councils and community trusts, to ensure the effective maintenance of new open space.

Indoor Sports and Built Facilities

6.51 Indoor sport and leisure facilities are essential to supporting active, healthy and inclusive communities. They provide opportunities for structured sport, informal physical activity, rehabilitation, social interaction and community programming. The district's indoor facility network includes sports halls, swimming pools, health and fitness suites, gymnastics and climbing facilities, and a wide network of community and village halls.

6.52 The Derbyshire Dales Built Facilities Strategy (2026) provides a comprehensive assessment of current and future needs. It concludes that while the overall quantity of provision is broadly adequate, the district faces significant challenges relating to ageing facilities, variable quality, inconsistent community access (particularly at school sites), and a substantial shortfall in health and fitness provision.

6.53 The study also highlights the importance of village and community halls as local access points for physical activity, particularly in rural settlements (given the rural nature of the District) where formal sports facilities may be limited. Many of these buildings are ageing and require investment to remain fit for purpose and meet increasing demand.

6.54 The strategy identifies:

- The need for modernisation and refurbishment at key public leisure centres;
- The importance of improving reliability of access to school sports halls and pools;
- High demand for a dedicated gymnastics facility;
- Emerging demand for padel tennis, with several local proposals under development;
- The role of community halls in providing accessible activity space in rural areas;
- A deficit of fitness stations, currently 163 rising to 223 by 2045.

6.55 Indoor facilities are often difficult and costly to replace once lost. The policy therefore seeks to protect existing provision unless it can be demonstrated that it is surplus to requirements or that replacement provision of equal or better quality, capacity and accessibility can be secured. This ensures that the district retains a resilient and accessible network of facilities.

6.56 The Council supports the promotion of sport, leisure and recreation and will work with partners to improve participation and access across the district.

6.57 The evidence base highlights that improving the quality and reliability of existing facilities is a higher priority than large scale new build. The policy therefore supports investment in:

- Refurbishment and modernisation of public leisure centres;
- Energy efficiency and carbon reduction upgrades;

- Improved changing provision and accessibility;
- Strengthened Community Use Agreements to secure all year round access to school facilities;
- Enhancements to community halls to support physical activity programming.
- Developer Contributions
- New development will generate additional demand for indoor sport and leisure facilities. The policy requires developer contributions to support:
- Expansion of health and fitness provision;
- Improvements to sports halls and swimming pools;
- Refurbishment of ageing community halls;
- Targeted provision where unmet need is identified (e.g. gymnastics, padel tennis).

6.58 Contributions will be calculated using Sport England's Sports Facilities Calculator and the most up to date Built Facilities Strategy, ensuring a transparent and evidence-based approach.

6.59 For larger developments, early master planning provides opportunities to integrate indoor sport with schools, health facilities or community hubs. Co location of facilities can improve accessibility, reduce costs and support multiple use design. The policy therefore encourages early consideration of community access to school sports facilities and flexible design that allows for future adaptation.

6.60 Indoor sport and leisure needs will evolve over the plan period. The policy therefore commits the Council to annual monitoring and a full review of needs every five years, ensuring that developer contributions and investment priorities remain aligned with changing needs and population growth.

POLICY HC14B: Indoor Sports and Built Facilities

The District Council will protect and enhance indoor sport and leisure facilities, including sports halls, swimming pools, health and fitness suites, gymnastics facilities, climbing walls and community halls.

This will be achieved through:

1. Protection and Enhancement of Indoor Facilities

Development involving the loss or reduction of indoor sport or leisure provision will only be supported where:

- **Replacement provision of equal or better quality, capacity, accessibility and community value is secured and the proposal delivers alternative indoor sport benefits that clearly outweigh the loss; or**
- **An up to date assessment (using Sport England ANOG) demonstrates the facility is surplus to requirements;**

2. Improving Quality, Accessibility and Reliability

The Council will support proposals that:

- **Modernise and refurbish existing leisure centres, including improvements to changing facilities, accessibility, energy efficiency and carbon performance;**

- Improve the reliability of community access to school based sports halls and swimming pools, including strengthened Community Use Agreements;
- Enhance the capacity and quality of health and fitness provision, particularly at public leisure centres, to address the identified district wide shortfall;
- Support the development of dedicated gymnastics facilities, subject to feasibility and partnership with British Gymnastics;
- Support emerging padel tennis proposals where they meet evidenced need and deliver community benefit;
- Improve the functionality and programming of community and village halls to support physical activity in rural areas.

3. Provision in New Development and Developer Contributions

New residential development will be required to contribute to the provision, enhancement or expansion of indoor sport and leisure facilities where it generates additional demand.

Developer contributions will be sought to:

- Expand health and fitness provision to meet the identified shortfall;
- Improve the quality and accessibility of sports halls and swimming pools;
- Support refurbishment of ageing community halls and indoor recreation spaces;
- Deliver targeted provision where unmet need is identified (e.g. gymnastics, padel tennis).

Contributions will be calculated using the Sport England's Sports Facilities Calculator and the most up to date Built Facilities Strategy.

For strategic sites and major allocations, early masterplanning must:

- Consider opportunities for co location of indoor sport with schools, health facilities or community hubs;
- Ensure new school sports facilities are designed to enable community access;
- Provide flexible internal layouts capable of future adaptation.

4. Monitoring and Review

The Council will undertake annual light touch reviews of indoor sport and built facility needs and complete a full review every five years. In doing so, the Council will update developer contribution requirements accordingly.

Community Facilities and Services

6.61 Community services and facilities are essential to the social, economic and environmental wellbeing of Derbyshire Dales. They include education, health and social care facilities, emergency services, post offices and other premises offering banking services, village halls, community centres, libraries, cultural venues, places of worship, indoor sport and leisure facilities, allotments, and cemeteries and other spaces where communities meet, learn, participate and access essential services. These facilities reduce the need to travel, support social cohesion, and are particularly important for older people, young families, and those without access to private transport, social enterprise schemes can be an important delivery method for

providing new or enhanced community facilities in communities. Proposals of this nature will be supported, where local needs are required to be met.

6.62 The district's rural character means that many settlements rely on a small number of key facilities. The loss of a village shop, public house, community hall or indoor recreation space can have a disproportionate impact on community life, social interaction and local resilience. The Built Facilities Strategy (2026) highlights the importance of village and community halls as local access points for physical activity, especially where formal leisure facilities are distant. Many of these buildings are ageing and require investment to remain fit for purpose.

6.63 Where proposals would result in the loss of a community facility, it is essential that all reasonable options for retention, improvement or community ownership have been fully explored. Applicants will be required to demonstrate that the facility is no longer needed, or that it is genuinely unviable despite a robust and transparent marketing exercise. This ensures that valued community assets are not lost prematurely and that opportunities for community led solutions are properly considered.

6.64 The Council recognises the importance of modern, flexible and accessible community facilities. New provision, or the enhancement of existing facilities, will be supported where it meets identified needs, improves accessibility, or contributes to the sustainability of settlements. Co-location and multi-use facilities such as shared school/community buildings, health and wellbeing hubs, or integrated leisure and community centres can improve viability and reduce costs, and will be encouraged where appropriate.

6.65 To ensure that land identified for future community use remains available, the Council will safeguard sites allocated or identified for community facilities from development that would prejudice their delivery. This includes sites identified by Derbyshire County Council, health partners, education providers and local communities.

6.66 The loss of any of these services or facilities, especially from more remote rural villages can have a significant impact upon community life. Where specialist housing services exist, they can represent a valuable community facility supporting the maintenance of sustainable communities, including through allowing vulnerable people to remain living in a settlement where they have social connections. Policy HC15 seeks to identify specialist housing services or community facilities where proposed loss will require demonstration that the criteria will be met. Proposals that would result in the loss of important local services and facilities including shops and public houses and specialist housing services supporting vulnerable people will not be granted planning permission until all possible options have been explored to maintain the existing use. As part of their submissions for planning permission, applicants will be required to demonstrate the extent to which they have marketed the business as a going concern, and the viability of the options that they have considered.

POLICY HC15: Community Facilities and Services

The District Council will support the protection, enhancement and provision of community facilities and services that contribute to the wellbeing and sustainability of local communities. These include, (but are not limited to) community and village halls, indoor sport and leisure facilities, libraries, cultural venues, health and social care

facilities, education facilities, places of worship, public houses, local shops, post offices, allotments and cemeteries.

This will be achieved through:

1. Protection of Existing Facilities

The facility should be offered to the local community or relevant organisations for acquisition or operation on reasonable terms.

Following this, development that would result in the loss of a community facility or service, including land in community use or Assets of Community Value, will only be supported where it is demonstrated that:

- The facility is no longer required to meet the current or future needs of the community, having regard to up to date evidence; or
- The facility is no longer viable, as demonstrated through a robust and comprehensive marketing exercise of at least 12 months, at a realistic price and with active promotion;

Where loss is accepted, proposals must demonstrate that the development will not undermine the vitality, sustainability or social cohesion of the settlement.

2. Enhancement and New Provision

Proposals that protect, enhance or provide new community facilities will be supported where they:

- Improve accessibility, quality, flexibility or capacity;
- Minimise impacts on air pollution and positively reduce pollution;
- Support multi use or co located facilities;
- Address identified gaps in provision, including indoor sport, health and wellbeing, cultural or social infrastructure;
- Are appropriately located within settlement boundaries or, where no suitable site exists, adjacent to them and well connected to the community they serve.

3. Safeguarding Land for Community Use

Land identified for community facilities, including sites proposed by Derbyshire County Council, health providers, education bodies or local communities, will be safeguarded from development that would prejudice their delivery.

6.67 In order to fulfil its function and to provide the necessary services and facilities, the County Council has identified sites that they intend to develop. To ensure these sites remain available for development as community facilities it is necessary to safeguard them from prejudicial development. In addition to the sites that the County Council intend to develop, there are a number of other sites where plans for the provision of community facilities are well advanced. The Council wish to see these sites also protected from any prejudicial development.

POLICY HC16; Notified Sites

Planning permission will not be granted for any development that would prejudice the development of the following sites as identified on the Policies Map;

- a) Replacement primary school, land off North Street, Cromford.
- b) Replacement primary school, land off Church Road, Darley Dale.
- c) Replacement primary school, land to north of Main Street, Kirk Ireton.
- d) Replacement primary school, land off Main Street, Middleton-By-Wirksworth.
- e) New Primary School, Middlepeak, Wirksworth
- f) School playing fields, land to rear of Parochial CE Primary School, Longford.

Promoting Sport, Leisure and Recreation

6.68 The provision of appropriate open space, sport and recreational facilities is an important aspect of providing attractive, healthy and socially inclusive communities. Open spaces, sports facilities and recreational opportunities contribute to the quality of places and settlements, and the Council is active in promoting facilities and supporting services which offer a wide and diverse range of positive recreational experiences. The Council supports the promotion of sport, leisure and recreation and will work with partners to improve participation and access across the district. The Council will explore the feasibility of creating additional, or improving /refurbishing current sporting provision within strategic settlements based on evidence provided within the 2026 Playing Pitch & Outdoor Sports Strategy.

POLICY HC17: Promoting Sport, Leisure and Recreation

Development proposals involving the provision of new sports, cultural, leisure and recreational facilities, or improvements and extensions to existing facilities will be permitted provided that:

- a) the proposals are connected to and associated with existing facilities, they are located at a site that relates well to the settlement hierarchy in the District or they are intended to meet specific rural needs that cannot be appropriately met at settlements within the settlement hierarchy;
- b) it is capable of being accessed by a range of transport modes and by disabled people and those with restricted mobility;
- c) it would not have an adverse impact on the character and appearance of its surroundings and the immediate or wider landscape;
- d) it does not create unacceptable problems in terms of the relationship between the proposal and the neighbouring uses beyond the development site.

Planning permission will not be granted for development which results in the loss of any existing recreational site or facility, or where the last use was for recreational purposes, including allotments, public and private playing fields, play areas, formal and informal amenity areas, and public open space unless:

- a) it can be demonstrated that there is no current or anticipated demand for the existing facility; or
- b) it can be demonstrated that the site has no value or potential value as an alternative green space, which contributes, or could contribute to the reduction of recreation pressure on European Sites; or
- c) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of size, usefulness, attractiveness, quantity and quality in a suitable location; or
- d) the development is for alternative sports and recreational provision, the needs for which outweigh the loss.

Where sites or facilities are lost replacement provision must be made available prior to the loss of the original facility.

Managing Travel Demand and Accessibility

6.69 Derbyshire Dales sits between two important national corridors; the M1 and M6. The former of these, the M1, passes through Derbyshire's eastern edge and is an important draw for those Districts with direct access to it. The main access junctions are Junctions 28 and 29 (both of which are known to be congested). The A6 forms

the main route along which many settlements have historically formed, including Cromford, Matlock, and Darley Dale. To the south of the Plan area the A52 links Ashbourne with Derby and Stoke on Trent. The A50 provides a strategic link between Derby and Stoke on Trent and passes close to villages such as Doveridge and Sudbury.

- 6.70 Access to shops, key services, facilities, training and employment is important to maintaining quality of life. The rural nature of the Plan area means that accessibility is a key issue, with many of the more isolated rural settlements having limited or no public transport access. The continued sustainability of these settlements is important to maintaining the local distinctiveness of the Plan area, and as such the strategy required to deliver this will need to focus on meeting local housing need and improving accessibility.
- 6.71 Previous studies have identified traffic congestion hotspots in Ashbourne and Matlock town centres. The reason for congestion varies from location to location but can include leisure, shopping and school runs. However, the most significant single contributor to trips on the local highways network is journeys to work. Many residents in Derbyshire Dales travel to Derby, Sheffield and Amber Valley to work.
- 6.72 The Derbyshire Dales Baseline Review and Transport Strategy (2026) looked at accessibility across the District and highlighted areas that have limited access to key services and facilities such as healthcare, education and shopping. Typically, the more rural parts of Derbyshire Dales were identified as having the least access to key services and facilities. The study also identified that the areas of most accessibility were located in and around the main towns of Ashbourne, Matlock and Darley Dale.
- 6.73 The current dispersed settlement pattern across the Plan area means that access to services is a major issue. By shaping patterns of future development and influencing the location, scale, density and mix of land uses, the Local Plan can help reduce the need to travel, reduce the length of journeys, congestion and make it safer and easier for people to access jobs, shops, leisure facilities and services by means of transport other than by private car. It is recognised that there may be members of the community who may however need to rely on private transport due to age or disability, for instance, where the use of public transport, walking or cycling to access services and facilities is not achievable.
- 6.74 However, improving accessibility to key services and facilities is not something the Local Plan can achieve on its own. Effective partnerships with organisations such as Derbyshire County Council, The East Midlands Combined Authority, Highways England, Network Rail, public and community transport operators will be required. There is only one rail partnership that is significant for the Plan - the Derwent Valley Community Rail Partnership.
- 6.75 Derbyshire County Council has a particularly critical role to play, not just as the local highways authority but by taking the lead on matters such as public rights of way, leisure routes, cycleways and accessibility.
- 6.76 The Transport Strategy (2026) establishes a vision based transport strategy which accords with the NPPF informed through policy objectives, the spatial strategy, known transport conditions, proportionate assessment and ongoing monitoring.

- 6.77 The transport strategy supports the Local Plan spatial strategy which concentrates the majority of growth to the market town of Ashbourne, with further growth at the other market towns of Matlock and Wirksworth, identified as the first tier in the settlement hierarchy with some smaller levels of growth going to Darley Dale (tier 2) and the accessible settlements (tier 3) alongside the New Settlement broad location at Darley Moor Airfield. Consequently, more development is located where trips can be made over shorter distances and where sustainable transport provision can be strengthened most effectively.
- 6.78 The strategy seeks to reduce the need to travel, especially by car, by better integrating homes, jobs, schools, services, open space and public transport, and by supporting development that enables more local trips by sustainable modes. It also promotes stronger public and shared transport by focusing growth where services can be improved and prioritises active travel where it is most realistic, especially in the market towns and larger growth locations, while recognising the area's rural character, topography and the role of e-mobility in widening travel choice. The strategy recognises the potential role of appropriately scaled park and ride facilities at both Ashbourne and Matlock and that these also have the potential to provide wider connections to local attractions.
- 6.79 The strategy provides a framework for addressing residual impacts through proportionate mitigation aligned with the wider transport strategy, and makes clear that where severe impacts remain, the wider transport strategy for development should be revisited and strengthened.
- 6.80 The strategy confirms that delivery will rely on a combination of developer contributions, public funding, partnership working and phased implementation, supported by monitoring, review and adaptation consistent with the Vision and Validate approach.
- 6.81 The measures contained within the Transport Strategy are not solely the responsibility of the District Council and The District Council will therefore work in partnership with the County Council and EMCCA to develop a programme of the measures identified including encouraging more use of sustainable travel modes in accordance with Policy HC20. This is particularly the case with any consideration of the re-introduction of strategic rail services between Matlock and Buxton, Millers Dale, Chinley and Manchester.
- 6.82 Travel Plans will be required to be submitted for major developments as a way of improving access to such schemes by sustainable means of transport and will be secured by way of condition or s106 agreement. To ensure the effective implementation of Travel Plans, the District Council, in association with Derbyshire County Council, will seek to ensure that an appropriate financial contribution is made by the developer to achieve this.
- 6.83 It is important to ensure that highway problems are not created as a result of allowing new development. The District Council will therefore continue to ensure that regard is given to the environmental and road safety implications of traffic generation from proposed developments. In assessing individual proposals, the District Council will seek advice from Highways England and the Highways Authority as appropriate.

6.84 In circumstances where a safe access can be achieved but the proposed development would result in a severe impact upon the highway network, planning permission will be refused unless applicants are willing to incorporate or finance the works necessary to alleviate the problem. This could include developers making contributions to, or the provision of, public transport or road improvements. Larger development proposals and smaller schemes with significant transport implications will be required to submit transport assessments.

POLICY HC18: Provision of Public Transport Facilities

Development proposals should cater for the needs of bus and taxi operators, where appropriate. Layouts should encourage operational efficiency, maximise likely bus passenger traffic and include ancillary facilities such as shelters and seating for users. Developments may also be required to make financial contributions to the cost of establishing new public transport provision or improving/maintaining existing provision where this will reduce dependency on travel by private car.

POLICY HC19: Accessibility and Transport

The District Council will seek to ensure that development can be safely accessed in a sustainable manner. Proposals should minimise the need to travel, particularly by unsustainable modes of transport and help deliver the priorities of the Local Transport Plan and the Transport Strategy. This will be achieved by:

- Delivering sustainable patterns of development and reducing the need to travel.
- Ensuring that additional growth within the towns and villages of the Plan area is managed and where possible, accompanied by accessibility improvements and travel demand measures. Such measures to include a targeted programme of sustainable transport interventions to minimise single occupancy car usage, improvements to local bus services including strengthening connections between towns and improved connectivity within towns, encouraging active travel and the implementation of effective Travel Plan measures.
- Promoting a balanced distribution of housing and employment development.
- Requiring all new development to provide or contribute to improvements to safe and direct walking and cycling routes to social, cultural and community facilities particularly schools, shops and recreation facilities.
- Ensuring the development of social, cultural and community facilities in locations that allow for ease of access by multiple methods of transportation.
- Requiring that all new development to demonstrate it will not have an unacceptable impact upon highway safety and is located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development.
- Requiring that new development can be integrated within existing or proposed transport infrastructure to further ensure choice of transportation method and enhance potential accessibility benefits.
- Supporting proposals for new community assets and facilities where these are required to meet the needs of the Plan area or lead to the provision of additional assets that improve community well-being.
- Supporting the provision of mobility hubs to provide access to a range of sustainable transport modes.
- Requiring that facilities are well related to public transport infrastructure and provide high standards of accessibility to all sectors of the community.

- Ensuring schemes minimise and mitigate the impacts of air pollution and positively reduce noise, light and odour pollution (in line with Policy PD1) and protect and enhance the historic environment (in line with Policy PD2).
- Supporting innovative schemes to secure the local delivery of on-demand public services in rural communities and other areas with poor public transport, in particular the delivery of services through the use of mobile services and technology will be encouraged where this results in better local provision.
- Supporting highways and junction improvements required to address the cumulative impact of development across Derbyshire Dales as identified in the Derbyshire Dales Local Plan Transport Strategy and Infrastructure Delivery Plan Review Report.
- Requiring all development schemes to demonstrate how they promote active travel opportunities including, the maintenance and introduction of appropriate facilities to support cyclists, pedestrians and horse riders, ensuring that development supports the use of local cycleway and pathway networks to improve choice of travel and ensuring safe access to developments by walking, wheeling and cycling.
- Encourage and promote improvements to public transport networks in association with the Local Highway Authority, Network Rail and other providers.
- Supporting the further development of the Derwent Valley Rail line and Peak Rail.
- Approving developments unless the residual cumulative impacts on the transport network are severe.
- Ensuring development does not lead to an increase in on-street parking to the detriment of the safe and efficient operation of the highway network.
- Requiring applicants to submit details of parking provision, which includes the proposed parking provision, based on an assessment of parking needs of the development and the impact on the surrounding road network. The details should be proportionate to the impact of the development.
- Requiring applicants to submit, implement and monitor Travel Plans (or Travel Plan Statements) and Transport Assessments to support relevant proposals, as advised by the Highways Authority.

Proposals for charging points for electric vehicles will be supported in locations that will not cause visual, residential amenity or public safety harm, and do not adversely affect the significance of heritage assets.

POLICY HC20: Managing Travel Demand

The District Council, in consultation with the Highways Authority, will adopt a hierarchical approach to ensure the delivery of sustainable transport networks will be adopted which will seek to provide (in order of priority):

- a) site specific and area wide travel demand management (measures to reduce travel by private car and incentives to use walking, cycling and public transport for appropriate journeys; including intensive travel planning);
- b) improvements to active travel measures (walking and cycling) and public transport services that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport including the provision of secure cycle parking, and promoting the use of green infrastructure networks where appropriate and the provision of mobility hubs;

- c) **optimisation of the existing highway network to prioritise walking, cycling and public transport that are provided early in the build out period of new developments, such as measures to prioritise the need of pedestrians above the car and improved or new cycle and bus lanes; and**
- d) **highway capacity enhancements to deal with residual car demand where the initiatives required under points (a) to (c) above are insufficient to avoid significant additional car journeys. Provide electric charging points in developments to encourage the use of low emission vehicles and minimise effects of climate change.**

There will be a level of iteration between the stages of the hierarchy above to ensure their effective delivery and the implementation of the approach will have regard to the needs of people with mobility difficulties.

Car Parking Standards

6.85 The provision of off-street car parking is necessary to ensure the safe and efficient operation of the highways network. As such the District Council will seek to ensure that the amount of car parking required by new development is in accordance with the standards set by the local Highway Authority, currently Parking Guidance for New Developments (September 2024) by Derbyshire County Council.

6.86 The allocation of parking spaces for disabled people is the subject of a Departmental Traffic Advisory Leaflet (5/95) which includes guidance on the proportion of spaces that might be appropriate. The decision on exactly how many parking spaces to provide, both on and off street, remains one for the District Council and operators to determine, depending on local circumstances. All new developments will be required to ensure access for the disabled in accordance with Traffic Advisory Leaflet (5/95).

6.87 Particular support will be given to public car parking schemes that provide Electric Vehicle charging points.

Policy HC21: Car Parking Standards

Vehicular parking for new development should be provided having regard to adopted standards and guidance from the local highway authority or where the developer can adequately justify their own parking provision with evidence accompanying any planning application. Evidence will need to demonstrate that the level would not have a detrimental impact on the local road network.

7. Strengthening the Economy

- 7.1 This section focuses on how the District Council and its partners will support the economy of Derbyshire Dales to encourage jobs and employment opportunities within the Plan area. Accordingly, it is important to understand the specific local challenges and aspirations that have been identified by key organisations and strategies.
- 7.2 The East Midlands Combined County Authority (EMCCA) was established in February 2024. The constituent Members include Derby City, Derbyshire County, Nottingham City and Nottinghamshire County Councils. EMCCA has a focus on delivering jobs, growth and greener communities. Its 10 year Growth Plan prepared in 2025 sets a target of 60,000 more people in work with an 80% employment rate, 210,000 more people with skilled qualifications and £2bn investment in new and improved and transport infrastructure.
- 7.3 The Growth Plan has identified the majority of DDDC as part of its “Peaks and Dales Growth Zone”. In its Vision for Growth EMCCA sets out that this area strengths include its tourism economy and landscape and the strategy sets to build on these by adding sustainable transport options to encourage longer stays across a wider geography. It states that “faster broadband and improved telecoms infrastructure will assist these locations in diversifying their economies, attracting new businesses that can work remotely and stimulating local economies on a more sustained, less seasonal basis”.
- 7.4 The District Council’s own Economic Plan 2019 – 2033 aims to consolidate strengths, build up higher value sectors and derive competitive advantage from quality of place, working closely with partners and businesses. Four priorities are identified:
- Regenerating brownfield and other key housing/employment sites.
 - A dedicated fund for rural growth, with focus on growing small scale manufacturing and engineering firms (esp. advanced and green activities), knowledge based and digital industries.
 - High quality, free, 1:1 business advice service to SMEs including practical assistance to help growth companies access external grants and loans.
 - Decarbonising businesses
- 7.5 In common with other rural areas the Dales economy is characterised by a predominance of smaller businesses. The majority of firms (87%) employ less than 10 people, some 6% employ up to 20 and 3% employ 50+, including larger employers of strategic importance to the local economy. Available employment outstrips the working age population and as a result the area is a net in-commuting location. GVA output per head is above the national average, as is business density – with nearly 4,700 enterprises (excluding those not registered for VAT or PAYE) and population of 71,800 the Dales has the highest proportion of businesses per head of all Derbyshire districts. Sectors for particular focus with the District Council’s Economic Plan are: Manufacturing, Knowledge based and Creative Industries and the Visitor Economy.

- 7.6 Proposals that help to implement the aims and objectives of the Economic Plan will be supported by the District Council, subject to the provisions of other policies in the Local Plan.

New Employment Development

- 7.7 A diverse and growing local economy is an important element required for achieving sustainable development throughout the Plan area. Despite the current economic climate, the percentage of the working age population unemployed in the Derbyshire Dales (1.7%) is below the Derbyshire (2.1%) and national (2.9%) averages. However, nearly a quarter (23.5%) of those unemployed are under the age of 25 (all figures at Nov 2015). The District also has a highly skilled workforce with Derbyshire Dales exceeding regional and national averages for the percentage of the population educated to NVQ Level 4 (39.2% in the Dales compared with 29.4% in Derbyshire and 33.9% nationally) (Census 2021).
- 7.8 However, the average salary of those people working within the Derbyshire Dales is significantly lower than that of Derbyshire and the wider region. Weekly pay in the Dales averages £663 per week, compared to £704 for the East Midlands as a whole, Derbyshire Dales earnings levels are 14% below the England average (ONS ASHE 2025). This indicates a continued reliance on lower paid jobs locally and that many residents commute outside the District to seek higher wage job opportunities, particularly to neighbouring urban areas such as Derby, Nottingham and Sheffield.
- 7.9 Employment in manufacturing and construction represents 18.7% of the Derbyshire Dales workforce (Census 2021), but public sector dependency remains high. Employment in traditional industries such as farming and quarrying remain above the national average, but represent only 5% of the Derbyshire Dales workforce (Census 2021). The need to secure higher-wage jobs and attract knowledge-based industries remains a key issue. As such the Local Plan will seek to support growth in these sectors across the Plan area.
- 7.10 Small/micro-businesses, self-employment and home-working are an important part of the local economy. However, a key issue for the Derbyshire Dales is to encourage more of these smaller businesses to grow. As such the Local Plan will seek to support growth in these sectors across the Plan area.
- 7.11 A priority challenge for the Local Plan is to develop an economy that provides high-wage, high-skill jobs for local people building on the values associated with the Peak District brand and extending its use beyond the visitor economy. This will enable businesses in Derbyshire Dales to maximise the commercial advantage from their association with the Peak District.
- 7.12 This Plan aims to make suitable land available for development to complement existing employment opportunities thereby supporting growth, enabling the creation of more higher-wage, higher skilled jobs, and reducing the need to travel long distances to work. As such the Local Plan will seek to provide employment land in locations that contributes to the achievement of sustainable development.
- 7.13 The local environment and quality of life offered by the area is a key locational advantage for local businesses. Quality of place can also help attract new business

investment in the area. Consequently, the retention of what makes the Peak District unique is essential for both its environmental and economic wellbeing. The location and design of new economic development should therefore ensure that it is well related to the character and appearance of the surrounding area.

7.14 Low fixed and mobile broadband speed continues to be a problem across the Plan area, particularly the rural and dispersed areas of the Dales areas. Where broadband is available, the level of service provided and speed of connection is often significantly slower when compared to the urban areas. Low broadband speeds is a significant deterrent to business growth and new businesses establishing in the area, specifically those in the digital sector. Poor mobile broadband is a deterrent to business, including farming, that is reliant on such service availability in rural and deeply rural areas. Partners are encouraged to enhance and invest in improving fixed and mobile broadband provision and ICT infrastructure across the area. Improved speeds and access will contribute towards the aim of reducing long distance commuting, relieve pressure on transport networks and encourage business growth from established and new business startups and encourage new methods of working in rural settings. As such the Local Plan will seek to support broadband infrastructure provision wherever feasible across the Plan area.

Policy EC1: New and Existing Employment Development

The District Council will support proposals for new or expansion of existing business or industrial development in sustainable locations that contribute towards the creation and retention of a wide range of jobs, an increase in higher value employment opportunities and training provision locally in order to enhance the economic base of the Plan Area.

This will be achieved by:

- **Supporting the development of sites allocated for future employment in the Local Plan.**
- **Encouraging the redevelopment, intensification and more efficient use of existing sites where they are either not fully utilised or unsuited to modern employment requirements, particularly those sites located within or serving the Market Towns and those with good access by a variety of transport modes.**
- **Protecting existing employment sites and premises in order to ensure that development would not result in the loss of land or buildings from employment use; unless the proposals accord with Local Plan Policy EC3.**
- **Encouraging a greater presence of high value and knowledge-based businesses in the Plan Area.**
- **Encouraging small-scale and start-up businesses, including through the provision of innovation centres and managed workspace and small, modern industrial units.**
- **Encouraging office development within the Market Towns in accordance with identified need.**
- **Encouraging the appropriate expansion of existing businesses requiring additional space to grow.**
- **Supporting visitor-based service sector jobs within the local tourism industry.**
- **Focussing new retail and leisure development within town centres to support their vitality and viability.**

- Improving workforce skills by encouraging the provision of new training facilities on employment sites.
- Encouraging flexible working practices in the interests of achieving the principles of sustainable development.
- Ensuring schemes minimise and mitigate the impacts of air pollution and positively reduce noise, light and odour pollution.
- Supporting new agricultural development, farm diversification and other development which supports the rural economy.
- Supporting employment development outside of allocated employment sites but within the built up area when it would not create harm to the character, appearance or amenity of the area.
- Ensuring that sites proposed for mixed use redevelopment should aim to provide for at least the same or an increase in the level of job opportunities as existed when the employment space was previously used, subject to viability and site specific circumstances.
- Supporting business development within the countryside in accordance with Policy S4.

Permission will be granted for business or industrial development, or for the expansion or intensification of existing industrial or business uses, provided that the proposals would:

Be of a type and scale of activity that does not harm the character, appearance or environment of the site or its surroundings or to the amenity of occupiers of nearby properties.

- Be accessible by a variety of transport modes, promote opportunities for sustainable transport and seek minimal reliance on the private car.
- Have a layout, access, parking, landscaping and facilities that are appropriate to the site and its surroundings and contribute to an attractive business environment.
- Enable provision of infrastructure in ways consistent with cutting carbon dioxide emissions and adapting to changes in climate (including SuDS, flood risk and green infrastructure).
- Make provision for the expansion of electronic communication networks including telecommunications and superfast broadband infrastructure wherever feasible.

Policy EC2: Employment Land Allocations

The following sites as identified on the Local Plan Policies Map will be allocated for employment development (Use Class E(g), B2 and B8 uses):

Site Reference	Location	Employment Area (gross)	Uses
EC2(c)	Land at “Pisani Works” Derby Road, Cromford	3ha	E(g) B2
EC2(d)	Land at Cawdor Quarry, Matlock	1ha	E(g) B2

Site Reference	Location	Employment Area (gross)	Uses
EC2(f)	Land off Middleton Road / Cromford Road, Wirksworth	2ha	E(g) B2
EC2(g)	Land at Porter Lane / Cromford Road, Wirksworth	1ha	E(g)
EC2(i)	Main Street, Middleton	1.22ha	E(g), B2, B8
EC2(j)	Land East of A515, Sudbury	2ha	E(g), B2, B8
EC2(k)	Land at Ashbourne Airfield, Ashbourne	14ha	E(g), B2, B8

Table 10 Derbyshire Dales Employment Land Allocation Sites

Site Specific Requirements

In addition to the requirements set out above, and having regard to those identified in the Infrastructure Delivery Plan, development on the sites listed below will need to address the following specific requirements:

Site Reference	Specific Requirements
Land at Pisani Works, Derby Road, Cromford	Historic Environment Assessment Ecology survey World Heritage Site Assessment Localised highway and pedestrian improvements
Cawdor Quarry	See Policy DS9
Land off Middleton Road, Wirksworth	See Policy DS6
Land at Porter Lane / Cromford Road, Wirksworth	Active travel improvements to the B5036 through Wirksworth to Cromford Station / A6 Active Travel accessibility improvements between A6 and Cromford Railway Station Ecology survey to assess impact upon loss of moderately species rich grassland Historic Environment Assessment World Heritage Site setting assessment Archaeological survey Mature trees along the west and southern boundaries should be retained where possible

Site Reference	Specific Requirements
Land off Middleton Road / Cromford, Wirksworth	Active Travel improvements to the B5036 through Wirksworth to Cromford Station / A6 and the on the B5023 from Porter Lane to B5036. See Policy DS6
Main Street, Middleton	Site to be access from Main Street. Active Travel improvements to the B5036 through Wirksworth to Cromford Station / A6 and the on the B5023 from Porter Lane to B5036. Flood Risk Assessment Archaeological survey to assess impact upon Hopton Wood Stone Quarry and mineral railway scheduled monuments. Historic Environment Assessment Ecology Survey to address any potential impacts upon the designated Local Wildlife Site, Habitats of Principle Importance and impacts on protected species. Restrict development so that it does not encroach into habitats of value and / or the designated Local Wildlife Sites. Protected species include great crested newt, breeding birds, peregrine.
Portway Sudbury, land east of A515 and north of A50	Site to be accessed from unnamed road from A515 to Sudbury Prison Flood Risk Assessment Exclude land of high surface water risk to southwest border of the site. Retain and enhance the existing woodland block as part of the GI and visual mitigation to any development. Historic Environment Assessment to assess impacts upon Sudbury Conservation area and Sudbury Hall Registered Historic Park and garden .
Former Ashbourne Airfield	See Policy DS10

Table 11 Specific Requirements for Employment Land Allocations in Derbyshire Dales

Existing Employment land and Premises

7.15 For various reasons not all existing industrial and business land and premises will continue to be viable for such uses over the Plan period. In order to maintain a sufficient supply of land for employment purposes, in the first instance, the presumption will be that sites should continue to be maintained in employment

generating use (either in its current form or redeveloped). However, this may not always be viable and mixed-use development may be more appropriate. In considering any proposals involving the loss of employment land the District Council will require evidence that the site has been adequately marketed for employment purposes before any consideration is given to alternative uses.

7.16 In order to demonstrate effective marketing of a site, applicants will be required to provide:

- evidence of a thorough marketing exercise over at least a 6 month period by a commercial property agent with a good knowledge of the property and the appropriate local, national, or niche market for class B use land and premises. Marketing should include advertising in the local and regional press, including a minimum of one advert per month in a local newspaper and a minimum of two adverts over the marketing period in a relevant national publication; and
- a copy of the letter of instruction to the property agent(s); and
- evidence of marketing the property through the Economic Development Department of the District Council for at least 6 months; and
- evidence that the asking price or market rent is the market value as defined by the RICS “Appraisal and Valuation Standards” (‘The Red Book’) which must take into account the property and the planning constraints affecting it; and
- the methodology used by the surveyor in arriving at a valuation showing what figure, if any, has been allowed for the goodwill of a business, for any fixtures and fittings and for the building itself. The floor area must also be identified so that a value per unit area can be established for comparison with the local market; and
- written details of all enquiries received and the reasons why potential buyers/leaseholders found the buildings to be unsuitable, and why any offers were not accepted.

7.17 Proposals involving the potential loss of employment land or premises to other uses will be required to have been subject to a marketing exercise for a minimum of six months prior to any application for planning permission being considered by the District Council. Furthermore, any such application will also need to be accompanied by a comprehensive financial viability appraisal that sets out costs and values of development as well as all the options that have been considered which incorporate employment provision, for the re-use or re-development of the land or premises, including mixed use development.

7.18 Where it is demonstrated through the marketing exercise and the viability appraisal that there is no reasonable prospect of a site being used for continued employment use, applications for alternative uses of land or buildings will be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

Policy EC3: Existing Employment Land and Premises

Development proposals involving the redevelopment or change of use of existing business or industrial land or premises (falling within Use Classes E(g), B2 or B8) for non-employment uses will only be permitted where:

- a) **the continuation of the land or premises in industrial or business use is constrained to the extent that it is no longer suitable or commercially viable for industrial or business use as demonstrated by marketing evidence**

commensurate with the size and scale of development; and the proposed use is compatible with neighbouring uses; or

- b) an appropriate level of enabling development is required to support improvements to employment premises or supporting infrastructure. In such cases, a viability appraisal should be submitted to demonstrate that a change of use or redevelopment of the site is required to fund the improvements. Mixed-use proposals should not create any environmental, amenity or safety issues.

Proposals that would result in an under-supply of existing premises or a reduction in suitable employment land in relation to identified needs will not be permitted.

Policy EC4: Retention of Key Employment Sites

The key employment sites listed below and identified on the Local Plan Policies Map, will be retained for E(g), B2 and B8 Class Employment Uses. Redevelopment for non-employment uses on these sites will only be permitted in accordance with Local Plan Policy EC3.

Site Reference	Location
EC4(a)	Ashbourne Airfield Industrial Estate, Ashbourne
EC4(b)	Henmore Trading Estate, Ashbourne
EC4(c)	Land at Porter Lane East, Cromford
EC4(d)	DFS Complex, Darley Dale
EC4(e)	Land at 'Forged Solutions', Darley Dale
EC4(f)	Molyneux Business Park, Darley Dale
EC4(g)	Station Road / Old Road, Darley Dale
EC4(h)	Unity Garage, Dale Road, Darley Dale
EC4(i)	Dimple Road Business Park, Matlock
EC4(j)	Lime Tree Business Park, Matlock
EC4(k)	Land at Main Street, Middleton by Wirksworth
EC4(l)	Rowsley Industrial Estate, Station Close, Rowsley
EC4(m)	Brookfield Industrial Estate, Tansley
EC4(n)	Kingsfield Industrial Estate, Wirksworth
EC4(o)	Ravenstor Industrial Estate, Wirksworth

Table 12 Key Employment Sites in the Derbyshire Dales

Regenerating an Industrial Legacy

- 7.19 There are a number of large scale former employment sites across the Plan area which are the legacy of a bygone industrial era and where there is a need for significant regeneration and investment. In some cases, a mixed-use development can provide greater benefit to the local community than if the site was retained solely in employment use. Mixed-use redevelopment may offer the opportunity to contribute to the creation of a resilient, higher-value employment base.

7.20 The sites identified below are currently constrained in terms of their ability to support modern business needs and would benefit from large scale investment and redevelopment. The regeneration of these sites for employment or mixed-use development will be supported.

Policy EC5: Regenerating an Industrial Legacy

The District Council will seek to maximise the potential of large scale former employment sites where their infrastructure and/or premises are no longer suited to meeting the needs of modern businesses in their present form.

This will be achieved by:

- a) **Encouraging proposals for the redevelopment or reuse of the following sites which are no longer conducive to meeting the needs of modern businesses in their present form.**
- b) **Stimulating investment on other industrial legacy constrained sites in order to encourage their beneficial re-use.**
- c) **Encouraging mixed-use developments, which retain or create employment opportunities on site, particularly those that support local economic growth sectors or create higher wage, higher skilled jobs.**
- d) **Ensuring that any buildings or features of acknowledged heritage value are retained or reused where viable and feasible.**
- e) **Encouraging proposals for the redevelopment or reuse of industrial legacy sites for employment use.**

The regeneration of the following sites as identified on the Policies Map will be supported:

Matlock

- **Cawdor Quarry**
- **Halldale Quarry**

Wirksworth

- **Land at Middleton Road**
- **Middle Peak Quarry**

Detailed policy requirements associated with the above sites, including appropriate uses, are provided through the Strategic Development Site Allocations Policies in the Plan.

Town and Local Centres

7.21 The town, local centres and village shops in the Plan area provide a focus for a range of shopping facilities and services. The availability of shops and services within the area is important to the sustainability of communities and the quality of life overall. The retail sector makes an important contribution to the local economy in terms of local business and investment opportunities. It is important that there are a range and choice of shops and services to meet all needs of the local community and visitors alike.

7.22 In addition to the range of shops and services, the quality and appearance of the town centres across the Plan area is essential for their continuing vitality and viability. The provision of street trees and other public realm improvements can provide opportunities for the creation of biodiversity habitats within town centres, as well as

creating attractive places for residents and visitors alike. Proposals for new development within town centres will be encouraged to provide improvements to the public realm and biodiversity.

7.23 In order to maintain their role serving the wider rural hinterland the priority for the Plan area is on encouraging quality schemes in scale with the existing historic town centres.

7.24 Nevertheless, in addition to supporting the continued vitality and viability of the Market Town centres the Plan also seeks to support the continued viability of local village shops which provides essential services for rural communities.

7.25 To ensure the vitality and viability of the town centres requires that they include a significant proportion of retail shops within their core. Accordingly, primary retail frontages within each of the three town centres are defined on the Proposals Map and non-retail uses within these frontages will be carefully controlled.

7.26 Elsewhere local centres can play an important role in providing for the day to day needs of local residents, thereby minimising unsustainable journeys by car. The approach will therefore be to maintain the vitality and viability of the local centres by ensuring that they also contain a suitable mix of retail and non-retail uses.

7.27 A retail capacity assessment was completed in 2026 which sets out a quantitative capacity assessment of the potential need for future retail floorspace over the Plan period. This study assesses the performance of retail centres across Derbyshire Dales and identifies the quantitative need for additional retail floorspace to inform the emerging Local Plan. The assessment is based on a combination of household survey evidence (600 respondents, April 2025), market data (Experian), and retail capacity modelling. The need for new retail floorspace was calculated by examining shopping patterns, deducing existing market shares of individual shopping destinations in Derbyshire, and projecting the potential turnover of these destinations to future assessment years.

7.28 The study concluded that for convenience and comparison goods capacity across the main centres there is no need for additional floorspace across the authority area until 2045, even when taking into account the local housing need population projections.

7.29 Despite the absence of additional needs, the study confirmed the importance of the sequential and impact tests which need to be applied robustly to support vitality and viability of centres to ensure that they remain fit for purpose going forward. The study also acknowledged that whilst non-retail uses will be an important component of the mix of land uses in principal centres moving forward, there is still a requirement to accommodate new retailers and additional retail floorspace within defined centres wherever possible.

7.30 The study also recognised the importance of considering the effects of the expanded Use Class E, and the unintended consequences of providing additional flexibility across Class E outside of town centres and the policy seeks to address this issue.

Policy EC6: Town and Local Centres

The District Council will seek to maintain and where possible, enhance the vitality and viability of town centres, district centres and local centres as defined on the Policies Map in accordance with their function and scale.

Main town centre uses will be located according to the Retail Hierarchy as follows:

- a) Principal Town Centres: Matlock, Ashbourne, Wirksworth**
- b) Small Town Centres: Matlock Bath**
- c) District Centres: Darley Dale, Cromford**
- d) Local Centres**

Within identified centres this will be achieved by:

- **Permitting appropriate Class E (Commercial, Business and Service) of a scale and type appropriate to the role and function of that centre, providing that the proposals, either individually or cumulatively, having regard to recently completed developments and outstanding permissions, would not materially harm the vitality and viability of existing Town Centres, District or Local Centres.**
- **Strengthening the vitality and viability and enhancing consumer choice in town centres by supporting the provision of new retail floor space consistent with their function and scale.**
- **Creating safe, attractive and accessible town, district and local centres, providing a good range of shopping, food and drink uses, services, offices, and entertainment, leisure and cultural facilities, and high quality public spaces.**
- **Ensuring that there are adequate parking facilities in suitable locations to serve town centre developments and they are accessible by public transport, walking and cycling.**
- **The vitality, viability and attractiveness of the main town centres will be supported by the designation of Primary Shopping Areas and primary frontages within each town centre.**
- **Including or maintaining the presence of active ground floor frontages.**
- **Supporting residential uses where these do not undermine the overall retail function of the identified centre.**

Development proposals that would result in the loss of uses within class E (Commercial, Business and Service) in District & Local Centres will only be permitted where:

- **the current use can be demonstrated to be no longer viable,**
- **the unit has been sufficiently and actively marketed for a range of retail uses for at least 12 months**
- **the proposed use would not harm the vitality and viability of the centre as a whole, and**
- **the proposals would not have any unacceptable impact on residential amenity, car parking provision or highway safety**

Outside of the identified centres this will be achieved by:

- **Requiring development of local shopping facilities within either class E (Commercial, Business and Service) or F2 (Local Community Uses) to serve the day-to-day needs of local communities to demonstrate that:**
 - **They would not lead to unsustainable trip generation or undermine the vitality & viability of any identified centre and;**
 - **They would not detract from the amenities of any nearby residential development.**

- Requiring applications for main town centre uses (including extensions to existing stores) which are not located within a defined centre to comply with the sequential approach to site selection. This should demonstrate how the proposal has been located, in order of priority:
 - a) within the Centre most appropriate to its scale and function;
 - b) on the edge of one of the centres most appropriate to its scale and function, and
 - c) only outside defined town centres if it is demonstrated that the development, with flexibility in form and scale, cannot be accommodated within a centre or edge of centre location and the market and locational requirement has been robustly justified or where they form part of a new development and the town centre use supports the sustainability of the site.
- Requiring proposals for town centre uses of 300 square metres (net sales for class E(a) or more outside the defined centres to be supported by a retail impact assessment. Developer contributions may be sought to mitigate identified impacts on defined centres where appropriate. Proposals with a significant adverse impact will be refused.
- Ensuring that there are adequate parking facilities in suitable locations to serve town centre developments and they are accessible by public transport, walking and cycling.
- Town centre regeneration proposals should seek to connect to and where appropriate, improve existing or proposed Public Rights of Way and multi-user trails.
- Ensuring that there is adequate provision for servicing and deliveries.
- Supporting proposals that seek to deliver qualitative environmental improvements and support the local distinctiveness of town centre environments through high quality design.
- Supporting proposals that would help to deliver regeneration programmes and implement relevant town centre initiatives.
- Requiring active ground floor frontages to be maintained and created within town centres with appropriate town centre uses.
- The vitality and viability of the main town centres will be supported by the designation of Primary Shopping Areas and primary frontages within each town centre.

The extent of the Town Centres and the Primary Shopping frontages are defined on the Policies Maps. For the purposes of retail impact assessments and sequential site assessments in Matlock, Ashbourne and Wirksworth the town centre boundary denotes the defined centre.

Primary Shopping Frontages

7.31 Proposals for retail development within defined centres will generally be acceptable. However, all proposals should be consistent with the scale, nature and function of the centre they are in. This is to ensure that proposals in one centre do not undermine other centres.

7.32 The appropriateness of non-shopping uses in the town centres of Ashbourne, Matlock, Matlock Bath and Wirksworth will be considered on their merits and care will be taken to ensure that changes from shopping to non-shopping uses do not undermine the vitality of a centre as a whole particularly within defined 'primary

frontages'. In coming to decisions on whether non-shopping uses will be acceptable, the Council will look to ensure that the integrity of the overall frontage is retained to protect their retail character.

7.33 Decisions will be taken in the context of 'permitted development rights', and the overarching Class E use where a range of uses are categorised and there is a high degree of flexibility to switch between the uses without needing planning permission. The ability of the Council to control such proposals highlights the need to give particular scrutiny to proposals that continue to require the submission of a planning application.

Policy EC7: Primary Shopping Frontages

Primary shopping frontages are designated within the main town centres of Matlock, Matlock Bath, Ashbourne and Wirksworth as identified on the Policies Map.

In the primary shopping frontage area, proposals that require planning permission, which would result in the loss of retail floorspace at ground floor level, will only be permitted where:

- a) it will not create a concentration of non-shopping uses and result in an unacceptable change in the retail character of the immediate area or have an adverse effect on the vitality or viability of the town centre;**
- b) it can be demonstrated that they widen the range of main town centre uses and support activity throughout the day and into the evening;**
- c) there is provision of an active frontage at ground floor level that is in line with the design of the building, the street scene and its setting;**
- d) it would result in amenity or environmental benefits to the adjacent uses or area**

Proposals for residential use above ground floor level in primary frontages will be supported provided that it has suitable access arrangements that do not undermine the retail operation at ground floor level.

apply insofar as it is consistent with any permanent or temporary provisions for changes of use permissible under the Town and Country Planning (General Permitted Development) Order (as amended).

Promoting Tourism and Culture

7.34 Part of the Peak District destination, Dales villages, market towns, cultural attractions and stunning landscapes draw large numbers from the surrounding cities. Receiving about 5m visits a year this generates an estimated £315m in visitor spend and provides employment, offers business opportunities and helps sustain local services.

7.35 Most of the visits to the Dales are day visits (approximately 15% choose to stay overnight) and many arrive by car, highlighting an opportunity to encourage alternative forms of travel. Visitors come for the scenery, to sightsee or pursue outdoor activities. Overall, the visitor economy (including the 7% directly employed in tourism businesses) accounts for 16% of total employment, providing work for an estimated 5,000 people.

7.36 Derbyshire Dales has the largest volume of visitor accommodation in Derbyshire with over 1,230 accommodation establishments, approximately half the number in Derbyshire. Serviced accommodation makes up 30% and non-serviced the remainder.

7.37 A strong visitor economy is therefore important to the economic health of the Derbyshire Dales. The Peak District, Derbyshire and Derby Destination Management Plan 2025-2035 has the aim to develop a higher value visitor economy in the Derbyshire Dales, and the following priorities:

- Support businesses within the visitor economy to exploit key markets and supply chain opportunities.
- Promote the Derbyshire Dales and Peak District as an inspiring place to live, work and visit.
- Improve the quality of the visitor experience offered in the Derbyshire Dales.

7.38 Growth in the Visitor Economy is supported by the District Council's Economic Plan and the Vision for Growth from EMCCA.

7.39 The Peak District, Derbyshire and Derby Destination Management Plan 2025-2035 prepared by the Visit Peak District & Derbyshire DMO and the Peak District National Park identifies five objectives:

- Sustainable growth – increasing international and domestic overnight stays, raising productivity, and delivering an additional £1 billion GVA by 2035.
- Enhanced experiences – improving transport, digital connectivity, public realm, and visitor services to strengthen our appeal year-round.
- Partnership-led development – uniting local authorities, businesses, cultural organisations, and communities through our accredited Local Visitor Economy Partnership (LVEP).
- Investment in people – widening career pathways through initiatives like the Hospitality Charter and ensuring the sector continues to create flexible, high-quality employment.
- Destination innovation – supporting transformative projects such as PEAK Resort, Buxton Reboot, Smedley's Hydro, Great Wolf Resort, and major public realm improvements across the county and Derby.

7.40 The Local Plan therefore has a significant role to play in ensuring the continued growth of the visitor economy. Development proposals for tourism development and uses should therefore be supported providing they are located and designed in such a way as to complement, rather than detract from the quality of the environment.

Policy EC8: Promoting Tourism and Culture

The District Council will support the development of tourism and culture in the Local Plan Area and the Peak District National Park.

This will be achieved by:

- **Strengthening the tourism role of the Plan Area.**
- **Supporting and supplementing the tourism offer of the Peak District National Park.**
- **Supporting tourism and provision for visitors which is appropriate to the settlements and countryside, raises the gross value added per visitor day and is consistent with environmental objectives.**

- Retaining and enhancing existing serviced accommodation in towns and villages and supporting the provision of new serviced accommodation particularly hotel accommodation in order to encourage overnight visitor stays and the value of those stays.
- Maintaining and where possible enhancing existing tourist, visitor cultural and recreational facilities.
- Encouraging the provision of new visitor and cultural attractions and facilities that expand the breadth and quality of the tourism offer without prejudice to the character of the Peak District.
- Supporting the growth of the Derwent Valley Mills World Heritage Site as a tourist destination.
- Supporting new tourist provision and initiatives in towns and villages, and in the countryside through the reuse of existing buildings or as part of farm diversification in accordance with Local Plan Policy EC10, particularly where these would also benefit local communities and support the local economy.
- Supporting measures within the Plan Area which would relieve tourist pressures on the most sensitive areas including those in the Peak District National Park and that would protect and enhance vulnerable habitats and landscapes.
- Support biodiversity protection measures to ensure that an increase in tourism does not have an adverse impact on habitats and species or adversely impact on the historic environment of the Derwent Valley Mills World Heritage Site.
- Supporting measures which encourage walking and cycling tourism.

Where development (excluding chalet accommodation, caravan and camp site developments), accords with any of the principles listed above, it will be permitted if:

- a. the scale and nature of the activity is appropriate to its location;
- b. it supports sustainable rural tourism;
- c. the location is capable of accommodating increased numbers of visitors without detriment to road safety or congestion;
- d. there is no detrimental impact on the character of the local landscape and/or nearby settlements.

Holiday Chalets, Caravan and Campsite Developments

7.41 The NPPF indicates that planning policies should support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.

7.42 Whilst hotels and bed and breakfast facilities will generally be supported in appropriate locations, camping, caravan and chalet development will need to be carefully controlled to ensure that they do not have an adverse impact upon the character and appearance of the landscape within which they are proposed.

Policy EC9: Lodges, Caravan Glamping and Campsite Developments

Development proposals for new or extensions to existing short stay holiday lodge accommodation, touring caravan/motorhome, glamping and camp site developments will be permitted provided that:

- a) the development is sensitively sited to ensure that there are no adverse impacts on visual amenity, sensitive wildlife species and habitats and the character and appearance of the immediate or wider landscape;**
- b) any visual impact would be well screened by existing landscape features from areas outside the site to which the public has access for the whole of its proposed operating season;**
- c) any on-site facilities are of a scale appropriate to the location and to the site itself;**
- d) there is no unacceptable impacts on the highway network and opportunities to make the location more sustainable by public transport and active travel have been demonstrated;**
- e) the development would not adversely affect the amenity, tranquillity or public enjoyment of any adjacent area.**
- f) The site management plan enables visitors arriving or departing by public transport to do so at any reasonable time.**

Farm Enterprises and Diversification

7.43 National policy promotes the development and diversification of agricultural and other land based rural businesses, supporting the sustainable growth and expansion of all types of businesses in rural areas, both through conversion of existing buildings and well designed new buildings. Diversification can be described as any proposal which seeks to supplement farm income on working farms. Proposals usually comprise of tourism, services, sport and recreation and other employment uses appropriate to a rural area. The conversion of disused farm buildings for tourism accommodation can usually be supported; whilst sport and recreation projects, where they have little or no adverse impact on the landscape or biodiversity, will usually be encouraged.

7.44 Diversification does not necessarily mean that a farm business stops operating in the traditional way. Any new activity should provide additional income and potentially create more employment opportunities. This in turn will help sustain rural communities and the succession of younger people in rural enterprises. Appropriate investment in the rural economy will also assist in the sustainable management of the countryside, which will bring about wider conservation and community benefits. Diversification schemes can also provide an assured future for traditional farm buildings.

7.45 Proposals for diversification plans should be supported by Farm Business Plans. Such plans can demonstrate how the diversified activity fits into the wider farming picture, and set out its environmental consequences highlighting how any significant adverse effects will be mitigated. It is unlikely that proposals for farm diversification will be supported for small areas of land which are not part of a working farm.

7.46 Any diversification proposal should be a secondary activity to the main farm enterprise and ideally will complement the daily farm activity. The scale of any proposal will be important. Too large a project may overwhelm an existing farm enterprise in terms of size or its financial contribution to the business.

7.47 Preference will be given to the sympathetic conversion of existing buildings rather than new build and an applicant will have to demonstrate why it will not be practical to use an existing building in preference to new build. Where a new building is required, this should be for the sole use of a diversification project and not for any other purpose. It should also be in scale with its surroundings and appropriately designed for its intended use. Well-proportioned buildings, which take into account their setting and use of materials, are more likely to be acceptable. Many farming enterprises have sufficient space next to existing buildings to enable any new building to be properly assimilated into the farm complex without causing undue harm.

Policy EC10: Farm Enterprises and Diversification

Development which forms part of a farm diversification scheme will be permitted where the proposal can demonstrate improvement in the viability of the farm enterprise by complementing and supporting, rather than replacing or prejudicing, farming activities.

In addition, the following criteria must be complied with:

- a) **the proposed development will stimulate economic activity and contribute to maintaining the financial viability of the existing business with a use compatible to its location;**
- b) **wherever possible the proposed development makes effective use of existing buildings, hardstanding and highway access points in preference to the construction of new;**
- c) **wherever possible new or replacement buildings should be located within or adjoining an existing group of buildings and any new buildings are appropriate in scale, form, impact, character and siting to their location;**
- d) **the proposed development provides a safe and secure highways access and the levels of traffic generated would not be detrimental to the quality of the rural environment and highway safety.**

Improvements to Active Travel - Protecting and Extending our Walking and Cycle Network

7.48 The Derbyshire Dales has an important network of cycle and pedestrian routes that provide on and off road routes for a range of different journeys both within settlements and in the countryside. There are a number of existing routes within the Plan Area which are used as cycleways or footpaths and others which are either proposed or which have potential to be so used. Development which might prejudice such use, would have to be considered very carefully.

7.49 The White Peak Loop has created a 60 mile circuit connecting the existing High Peak, Tissington and Monsal Trails into Buxton, Bakewell and Matlock. The vision includes the creation of links between Matlock and the Monsal Trail to the north, and the High Peak Trail to the south via Cromford. The route will boost tourism as well as support sustainability objectives and healthier living by providing an opportunity for people to use the route for outdoor recreational activities and everyday journeys.

Policy EC11: Protecting and Extending our Cycle Network

The Council will encourage proposals that develop and extend our cycle network. Wherever opportunities exist, development proposals must seek to provide safe and convenient access to established cycle networks.

Development will not be permitted where it significantly harms an existing cycle route or prejudices the future implementation of new route.

Schemes will be supported where they minimise and mitigate the impacts of air pollution and positively reduce noise, light and odour pollution.

8. Strategic Site Allocations

- 8.1 This Section sets out policies for sites which are considered strategic in nature i.e. those sites identified in Policy HC2 (Housing Land Allocations) which are expected to provide in excess of 100 dwellings. These sites vary in type, size and capacity but are considered essential to the delivery of the Local Plan's spatial strategy and overall vision. Some of the sites also include significant employment elements as part of a mixed-use development. Consequently, taken together the sites will make a major contribution to the delivery of the overall levels of employment and residential development required across the Local Plan area. It is expected that these sites will include a mix of uses to enable the creation of sustainable mixed communities.
- 8.2 All of the strategic sites identified below have specific and complex planning issues including environmental, design, heritage, and transport matter that warrant specific, detailed attention. The policies below identify the specific requirements that should be addressed for each site during the consideration of any planning application.

Land at Stancliffe Quarry, Darley Dale

- 8.3 This former quarry has an area of 10.16 hectares and was once formerly part of the grounds of Stancliffe Hall (Grade II Listed) which is located just to the north east. Levels across the site vary considerably and the quarry floor comprises of a number of large piles of dimension stone and rocks.
- 8.4 The allocation of this site for 80 dwellings recognises the fact that the majority of the developable site area comprises previously developed land and that there is likely to be abnormal costs associated with stabilising the existing rock face below Stancliffe Hall. This reflects a live planning application.
- 8.5 Development within the quarry is unlikely to lead to harmful impacts on the setting of Stancliffe Hall, however, development of the remaining part of the site will need to consider the extent to which there may be any harmful impacts on the setting of Stancliffe Hall.
- 8.6 In accordance with Policy MC17 of the adopted Derby and Derbyshire Minerals Local Plan, proposals for the redevelopment of the site should have due regard to the impact of development on the existing mineral resource.

Policy DS3: Land at Stancliffe Quarry, Darley Dale

Land amounting to 10.16 hectares is allocated for residential development (Policy HC2 (m)) comprising approximately 80 dwellings at land at Stancliffe Quarry, Darley Dale, as defined on the Policies Map. Development will be subject to compliance with adopted Local Plan policies and:

- **A comprehensive layout and site masterplan for the development.**
- **Preparation of an infrastructure phasing plan showing what is required before first occupation; and what is required at subsequent milestones. This should also outline dependencies on off site upgrades (for example highways, utilities).**
- **The provision of a new access to serve the comprehensive development comprising a new junction on the A6 frontage. Preparation of a Transport Assessment and Travel Plan, including full highways design, specific**

consideration of public transport routes, improvements to existing and development of new pedestrian/cycle routes.

- Improvements to Active Travel along the A6 to Darley Dale, Matlock Town Centre and the Railway Station are required.
- Provision of the required proportion of affordable housing and provision of an appropriate mix of housing types to meet the needs of the community.
- A comprehensive landscape plan for the entire site including the retention of protected trees and woodland within the development (where feasible).
- Preparation of a Woodland and Landscaping Management Plan for the entire site.
- Submission of a scheme for the stabilisation of the north east quarry face adjacent to Stancliffe Hall.
- Open space provision on site.
- A Historic Environment Assessment. The scheme should consider and protect the setting of heritage assets, including the setting of Grade II Listed Stancliffe Hall and its associated estate, including listed boundary walls.
- A site specific Flood Risk Assessment in accordance with the findings of the Derbyshire Dales Strategic Flood Risk Assessment, incorporating Surface water control measures (SuDS) throughout the development including, where possible and feasible, use of natural sustainable drainage.
- Ecological Assessment (i.e. desk and field based assessments, habitats/species assessments/mitigation proposals).
- Contamination and ground condition survey, and in the event that remedial works are required the extent of any mitigation measures to enable the site to be brought forward for development.
- Development shall have regard to the need to ensure sufficient capacity in the local sewage network and receiving sewage treatment works.
- Development shall have regard to the impact on the existing mineral resource.

Land off Middleton Road/Cromford Road, Wirksworth

8.7 This site has an area of 9.46 hectares, and comprises of an extensive area of both brownfield and greenfield land to the rear of Ravenstor Industrial Estate and extending across to Middleton Road.

8.8 Although much of the site is derelict and will require much reclamation it is situated in a good location relative to local shops and services and Wirksworth town centre. The site is relatively flat, although the land rises slightly to the west offering pleasant views to the northeast of the Peak District.

8.9 Development of the site will need to take into account the potential for impact upon the landscape character, ecology, heritage assets and visual amenity of the area.

8.10 As a consequence of its former use associated with the quarrying industry, the site is likely to have some contamination and remediation requirements that will need to be addressed as the site is brought forward. Whilst the site is not identified as being at risk of flooding, due to its previous use, a site specific Flood Risk Assessment should still be carried out.

8.11 This site has previously been allocated for employment development. Furthermore, it is a site that is supported for development within the Wirksworth Neighbourhood

Plan. Given the site's location and scale it is considered that some of the site should include employment uses.

Policy DS6: Land off Middleton Road / Cromford Road, Wirksworth

Land amounting to 9.46 hectares is allocated for mixed use development (Policy HC2(cc) and Policy EC2(f)) comprising approximately 150 dwellings and 2 hectares of employment land at land off Middleton Road/Cromford Road, Wirksworth, as defined on the Policies Map. Development will be subject to compliance with adopted Local Plan policies and:

- A comprehensive layout and site masterplan for the development.
- Preparation of a detailed phasing programme covering the entire site, such a programme to ensure the provision of the employment development and residential development concurrently or as otherwise agreed with the District Council.
- Preparation of an infrastructure phasing plan showing what is required before first occupation; and what is required at subsequent milestones. This should also outline dependencies on off site upgrades (for example highways, utilities).
- Preparation of a Transport Assessment and Travel Plan, including full highways design, specific consideration of public transport routes, improvements to existing and development of new pedestrian/cycle routes.
- Provision of enhanced pedestrian crossing facilities on the B5036.
- Provision of the required proportion of affordable housing and provision of an appropriate mix of housing types to meet the needs of the community.
- Provision of a comprehensive landscaping plan which includes the retention of landscape and ecological features and the provision of a substantial landscape buffer between the development and Local Wildlife Site DD451, which sits within the north-western boundary of the site, and compensation for any residual biodiversity impacts at the site.
- Provision of open space and green infrastructure on site with links established to the wider countryside.
- The submission of an air quality assessment which identifies any potential effects, and any mitigation measures necessary to avoid adverse effects on the integrity of the Gang Mine SAC either as a standalone development or in combination with other plans or projects.
- The submission of an assessment of the potential effects from recreation by future residents of the development on Gang Mine SAC and any mitigation measures necessary to avoid adverse effects on the integrity of the Gang Mine SAC either as a standalone development or in combination with other plans or projects.
- A desk and field based archaeological assessment.
- The submission of a Historic Environment Assessment. The scheme should include consideration of the effects of development on the setting of Wirksworth and Middleton Conservation Areas.
- A site specific Flood Risk Assessment in accordance with the findings of the Derbyshire Dales Strategic Flood Risk Assessment.
- Site specific hydrogeological assessment into the potential impacts of the development and mitigation measures required to ensure the ongoing protection of groundwater in the underlying Source Protection Zone 1 of a public water supply.

- **Developer contributions towards the provision of infrastructure and other community facilities including the provision of a replacement primary school for Wirksworth, biodiversity compensation and the appropriate amount of open space.**
- **Ecological Assessment (i.e. desk and field based assessments, habitats/species assessments and mitigation and compensation proposals).**
- **Contamination and ground condition survey, and in the event that remedial works are required the extent of any mitigation measures to enable the site to be brought forward for development.**
- **The submission of a Heritage Impact Assessment (HIA) to assess the impact of development on the Derwent Valley Mills World Heritage Site and/or its Buffer Zone and its Outstanding Universal Value.**

Land at Middle Peak Quarry, Wirksworth

- 8.12 The Middle Peak Quarry site covers an extensive area of some 62 hectares, comprising a dormant quarry and areas of woodland to the west of Middleton Road and north of Brassington Lane, Wirksworth. It includes the main area of Middle Peak Quarry and void, and the former Dale Quarry to the south, and represents a large area of previously developed land with opportunities for restoration and redevelopment.
- 8.13 The site is however situated adjacent to the existing settlement of Wirksworth, within a sustainable location with access to services and facilities within the town.
- 8.14 The previous use of the site as a limestone quarry means that parts of the site are likely to be unstable, potentially contaminated and will require further investigation. In accordance with Policy MC17 of the adopted Derby and Derbyshire Minerals Local Plan, proposals for the redevelopment of the site should have due regard to the impact of development on the existing mineral resource. Whilst only a small proportion of the site is at a high risk of surface water flooding, a site specific Strategic Flood Risk Assessment is required given the former use.
- 8.15 The site is subject to a number of environmental designations, including Dale Quarry Site of Special Scientific Interest, Stoney Wood Wildlife a Regionally Important Geological Site as well as areas of woodland and tree cover protected by Tree Preservation Orders. All of these environmental and ecological designations will need to be taken into account in bringing the site forward for development. The impact upon the surrounding heritage assets will also need to be taken into account.
- 8.16 A comprehensive landscape and visual impact assessment will be required, to demonstrate how the redevelopment of the site can assimilate into the surrounding landscape. However, it is considered that development beyond the extent of the existing worked out quarry is likely to have unacceptable adverse impacts on the surrounding landscape character and visual amenity.
- 8.17 Any adverse impact on the surrounding highway network, will need to be identified and mitigated through a Transport Assessment.

POLICY DS7: Land at Middle Peak Quarry, Wirksworth

Land amounting to 62.0 hectares is allocated for mixed use development (Policy HC2(dd)) comprising approximately 645 dwellings, convenience 'local centre' retail

facilities, Use Class B1 Office Accommodation and community facilities at Middle Peak Quarry, Wirksworth, as defined on the Policies Map. Development will be subject to compliance with adopted Local Plan policies and:

- A comprehensive layout and site masterplan for the development.
- Preparation of a detailed phasing programme covering the entire site to include the provision of a local centre circa 280 square metres (net sales area).
- Preparation of an infrastructure phasing plan showing what is required before first occupation; and what is required at subsequent milestones. This should also outline dependencies on off site upgrades (for example highways, utilities).
- Preparation of a Transport Assessment and Travel Plan, including full highways design, specific consideration of public transport routes, improvements to existing and development of new pedestrian/cycle routes including the B5036 through Wirksworth to Cromford Station / A6 and the B5023 from Porter Lane to B5036.
- Provision of enhanced pedestrian crossing facilities on the B5023.
- Provision of the required proportion of affordable housing and provision of an appropriate mix of housing types to meet the needs of the community.
- Provision of a comprehensive landscaping plan, including the retention of landscape and ecological and geological features.
- Provision of open space and green infrastructure on site with links established to the wider countryside.
- The submission of an air quality assessment which identifies any potential effects, and any mitigation measures necessary to avoid adverse effects on the integrity of the Gang Mine SAC either as a standalone development or in combination with other plans or projects.
- The submission of an assessment of the potential effects from recreation by future residents of the development on Gang Mine SAC and any mitigation measures necessary to avoid adverse effects on the integrity of the Gang Mine SAC either as a standalone development or in combination with other plans or projects.
- A desk and field based archaeological assessment.
- The submission of a Historic Environment Assessment. The scheme should include consideration of the effects of development on the setting of Wirksworth and Middleton Conservation Areas.
- A site specific Flood Risk Assessment in accordance with the findings of the Derbyshire Dales Strategic Flood Risk Assessment.
- Site specific hydrogeological assessment into the potential impacts of the development and mitigation measures required to ensure the ongoing protection of groundwater in the underlying Source Protection Zone 1 of a public water supply.
- Developer contributions towards the provision of infrastructure, and other community facilities including the provision of a replacement primary school for Wirksworth, and the appropriate amount of open space.
- Ecological Assessment (i.e. desk and field based assessments, habitats/species assessments and mitigation and compensation proposals).
- Contamination and ground condition survey, and in the event that remedial works are required the extent of any mitigation measures to enable the site to be brought forward for development.

- Development shall have regard to the impact on the existing mineral resource.
- Developer contributions to address any net loss of biodiversity within the site through off-site biodiversity compensation.

Land at Cawdor Quarry, Matlock

8.18 This site comprises a former quarry, which extends to an area of 24.7 hectares.

Cawdor Quarry is a former limestone quarry from which extraction ceased over 40 years ago and also includes the former Permanite factory which manufactured Asphalt for use in the construction industry. The factory has been shut for a number of years and is now in a derelict condition.

8.19 The site has been the subject of extensive survey and site investigations in recent years with areas of contamination and instability clearly identified, together with appropriate schemes for mitigation.

8.20 Cawdor Quarry has previously had the benefit of a planning permission for a mixed-use development. The comprehensive development of this site provides the opportunity to deliver 395 dwellings, 350 of which would be in the Plan period.

8.21 Although a former access road served the Permanite factory from the west, vehicular access to serve the development site will only be permitted from the East off Matlock Spa Road. Development of the site will need to provide appropriate open space, affordable housing, and take account of the designated Site of Special Scientific Interest, and Snitterton Hall which is situated immediately to the west of the site.

POLICY DS9: Land at Cawdor Quarry, Matlock

Land amounting to 24.7 hectares is allocated for mixed use development (Policy HC2(t) and EC2(d)) comprising approximately 395 dwellings and 1 hectare of employment land at Cawdor Quarry, including land at the former Permanite works as defined on the Policies Map. Development will be subject to compliance with adopted Local Plan policies:

- A comprehensive layout and site masterplan for the development.
- Preparation of a detailed phasing programme covering the entire site, such as a programme to ensure the provision of employment development and residential development concurrently or as otherwise agreed with the District Council. Full details of the phasing of the delivery of the employment provision shall be submitted before the next phase of development commences. The phasing programme should also address how the individual phases relate to one another and detail how development issues that cross phasing boundaries, such as land remediation, remodelling and drainage are to be addressed.
- Preparation of an infrastructure phasing plan showing what is required before first occupation; and what is required at subsequent milestones, This should also outline dependencies on off site upgrades (for example highways, utilities).
- Preparation of a Transport Assessment and Travel Plan, including full highways design, specific consideration of public transport routes, improvements to existing and development of new pedestrian/cycle routes, implementation of measures to deter traffic diverting through Oker and Snitterton and exclusion of any vehicular access from the West of the site.

- **Active Travel improvements along A6 Matlock Town Centre to Darley Dale.**
- **Provision of the required proportion of affordable housing and provision of an appropriate mix of housing types to meet the needs of the community.**
- **Provision of a comprehensive landscaping plan, including the retention of key landscape ecological and geological features.**
- **Provision of open space and green infrastructure on site with links established to the wider countryside.**
- **A desk and field based archaeological assessment.**
- **The submission of a Historic Environment Assessment to consider the impact of development on the setting of Snitterton Hall and other heritage assets in the vicinity of the site.**
- **Preparation of a scheme to address the impact of development on visual amenity including light pollution.**
- **A site specific Flood Risk Assessment in accordance with the findings of the Derbyshire Dales Strategic Flood Risk Assessment.**
- **Developer contributions towards the provision of infrastructure, educational services and other community services, green space and biodiversity as required.**
- **Ecological Assessment (i.e. desk and field based assessments, habitats/species assessments proposals and mitigation and compensation proposals), including badger and bat mitigation plans.**
- **A noise mitigation survey will be required to ensure that development that sits alongside the railway line to the north of the development details of noise mitigation measures to be incorporated within dwellings and their surroundings.**
- **Contamination and ground condition survey, and in the event that remedial works are required the extent of any mitigation measures to enable the site to be brought forward for development.**

Land at the former Ashbourne Airfield

- 8.22 The site is an area of 106.27 hectares located to the northwest of the junction of the A52 with Ladyhole Lane, to the east of the Ashbourne Airfield Industrial Estate. The site extends northwards towards the A517 across the former airfield, is criss-crossed by former runways and abuts Bradley Wood to the north. The eastern boundary extends along and behind Ladyhole Lane whilst the southern boundary adjoins the A52.
- 8.23 The site is generally flat, with only the land in the northeast corner having any significant change in levels. The site adjoins the existing built up area of Ashbourne. Bradley Woods, a designated Local Wildlife Site, lies to the northern boundary of the site whilst Osmaston Conservation Area is approximately 500 metres to the south at its closest point.
- 8.24 The existing industrial estate, adjacent to the site, suffers from poor access and a poor environment but supports a large and stable workforce. The development of Ashbourne Airfield Phase 1 will rejuvenate the industrial estate through the provision of a link road, the provision of a new business park and serviced industrial land, new facilities and amenities for the people that live and work in and around the site, as well as 367 new homes. In March 2017, the District Council granted outline planning

permission for a residential development of 367 dwellings, and 8 hectares of employment land on land adjacent to the site, referred to earlier in this Section as Phase 1 and this development has commenced with the construction of access and distributor road from the A52. The 2017 Local Plan allocated a further of phase of development and this plan extends this further north, known as Phase 2, and that benefits from a Design Code adopted as SPD in 2026 and included in the appendix to this Plan.

- 8.25 The comprehensive allocation provides an opportunity through comprehensive community master planning, for a full range of facilities and services to be brought forward including residential development, commercial and employment development, leisure and community facilities, education and social/medical care. It is also likely that development of the site will necessitate major investment in infrastructure provision including highways, and utilities.
- 8.26 The development will also provide opportunities for improvement to the ecology and environment of the area through the provision of new woodlands, parkland, lakes and ponds, together with children's play areas and playing fields.
- 8.27 The opportunity to plan comprehensively for the long term needs of Ashbourne in a coherent, sustainable way, is entirely in accordance with the principles of the National Planning Policy Framework.
- 8.28 To ensure that development takes account of the landscape character of this part of Ashbourne it is considered appropriate to retain any landscape features on the northern and eastern boundaries of the site. Similarly, the impact upon Bradley Wood, an ancient woodland and designated Wildlife Site will need to be taken into account.
- 8.29 This allocation also presents opportunities to make further linkages to the north and the A517 to enhance connectivity for residents to the town centre.
- 8.30 The Derbyshire Dales BNG Evidence Report identifies the landscape at Ashbourne Airfield as an area where higher biodiversity uplift is achievable, particularly through restoration of open mosaic habitats, expansion of woodland buffers, and creation of connected green corridors along the former runway alignments.
- 8.31 Given the scale of development and the strategic nature recovery opportunities available, the allocation must secure enhanced Biodiversity Net Gain above the district wide minimum and deliver the 20% uplift required by Policy PD3. Habitat creation and restoration should be fully integrated into the site wide green infrastructure network, strengthening ecological connectivity to Bradley Wood, delivering climate resilient landscapes, and contributing directly to LNRS priorities for lowland grassland, woodland edge habitats and riparian enhancement.
- 8.32 The site as a whole is capable of delivering in the order of 1,660 dwellings. 367 of these homes are already consented.

Policy DS10: Land at former Ashbourne Airfield

Land is allocated at the former Ashbourne Airfield for approximately 1,660 dwellings and approximately 14 ha of employment land. This allocation represents the continuation and completion of the Ashbourne Airfield development including the part of the site already that benefits from planning permission. It will create a high quality,

distinctive, well connected sustainable neighbourhood, in accordance with the vision, concept plan and key requirements set out below, existing planning permissions and for phase 2 of the allocation the Ashbourne Airfield Design Code and associated parameter plans in Appendix 7.

Vision

Ashbourne Airfield will be a distinctive place with a mix of uses and facilities, a diverse community and a range of employment opportunities. It will be a 'real' place with a strong identity rather than an 'identikit' housing estate. It will be connected enabling people to use public transport, walking and cycling as well as their car and it will contribute to a sustainable future.

Concept Plan / Parameter Plans

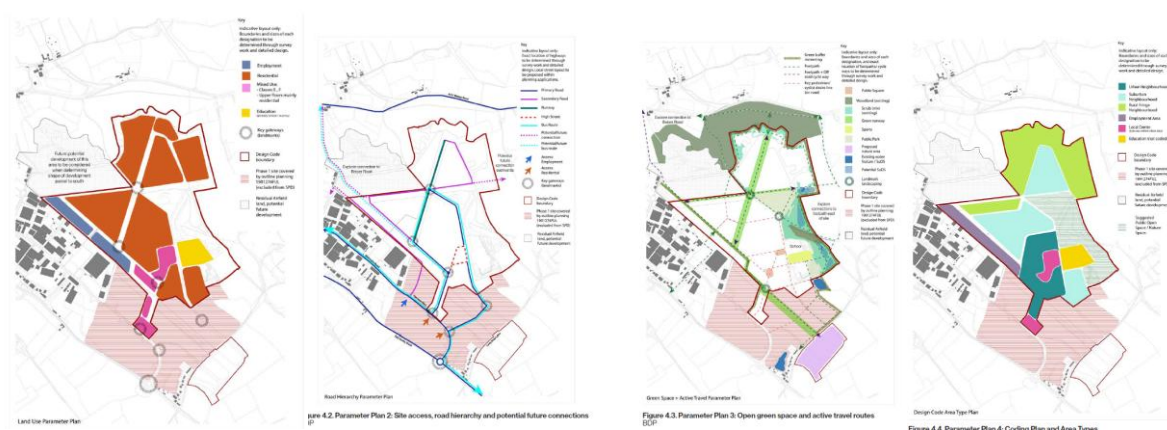


Figure 7 Concept and Parameter Plans for Ashbourne Airfield

Part A: Site wide requirements

The site shall be developed in a comprehensive manner in general conformity with the Design Code in Appendix 7 and the existing planning approvals. A detailed site-wide masterplan and phasing programme that takes forward the concept plan and Design Code (Appendix 7) parameter plans for Phase 2 must be agreed with the Local Planning Authority, and proposals must demonstrate how they integrate with the development already benefiting from planning permission to create a single coherent community.

The phasing plan must ensure concurrent delivery of housing infrastructure and employment, with employment plots being made available early in the scheme to support job creation. Preparation of an infrastructure phasing plan showing what is required before first occupation; and what is required at subsequent milestones. This should also outline dependencies on off site upgrades (for example highways, utilities).

The development must provide:

- a) Approximately 1,243 new dwellings over the Plan period (including affordable housing in line with Policy HC4).
- b) Approximately 14 ha of new employment land within use classes E(g), B2 and B8, integrated with the Ashbourne Business Park.
- c) A mixed-use local centre of a scale appropriate to serve the expanded community, including at least: a small convenience retail, flexible community building to potentially enable provision of health services, and a new two-form entry Primary School (on a site of 2 ha with shared-use playing pitches) centrally located within the site.

- d) A comprehensive green infrastructure network across the site including public open space, equipped play facilities, landscaped walking/cycling links, sports pitches and informal recreation areas in accordance with policies HC14A, HC14B, HC15 and HC17.**

Primary access will be via the existing A52 junction and spine road (Harrison Way). The internal road network should be designed for low speeds and connect Phase 1, Phase 2 and Phase 3 seamlessly. The layout must enable and provide pedestrian and cycle access from Belper Road and the ambition of delivering vehicular access should also be explored.

The development must prioritise sustainable transport modes with safe and convenient pedestrian and cycle routes (active travel) provided throughout the site, linking to Ashbourne town centre and the wider countryside (including improved greenway links towards Bradley Wood). The layout and phasing should enable extension of bus services into the site, with appropriate bus infrastructure provided.

Active travel improvements should be focused on the A52 between Mayfield Roundabout and Derby Road, along both Derby Road and Clifton Road between the A52 and the Town Centre and along the A517 (Belper Road) between Church Lane/Lady Hole Lane and Derby Road Roundabout.

A comprehensive Transport Assessment and Travel Plan are required, identifying any further off-site highway improvements necessary to accommodate the full development.

The development must retain and enhance existing landscape features including woodland at Bradley Wood and mature hedgerows and trees within the site where possible, with a landscaped buffer along the north-eastern boundary. A landscaped amenity buffer shall be provided to the rear of existing properties on Lady Hole Lane. Street trees and planting must be incorporated into all new streets and parking areas in line with the Design Code, to create a green and attractive environment. An Ecological Assessment must be submitted, and the development shall deliver net gains for biodiversity in accordance with Policy PD3. A management plan for green infrastructure areas shall be secured to ensure their long-term maintenance.

The development must be designed to mitigate impacts from the adjacent Airfield Industrial Estate, to ensure acceptable noise and odour environment for new dwellings. A Noise and Odour Impact Assessment must accompany applications, with any identified mitigation measures implemented in full.

A site-specific Flood Risk Assessment is required. SuDS features such as swales, balancing ponds, and below-ground storage shall be fully integrated into the landscape. The drainage scheme should take climate change into account, and to avoid any increase in flood risk downstream in Ashbourne.

An archaeological assessment must be undertaken and any remains of significance preserved or recorded, as appropriate.

The development will be required to contribute to the provision of necessary off-site infrastructure and community services including provision for long-term management and maintenance of green spaces and drainage infrastructure. This includes (but is not limited to): secondary education, healthcare facilities, leisure and sports facilities including team playing pitches, and improvements to the local road network.

Development must deliver a minimum 20% Biodiversity Net Gain, secured for at least 30 years, with habitat creation and restoration focused on strengthening ecological networks, enhancing open mosaic habitats, and providing a robust buffer to Bradley Wood in accordance with Policy PD3 and the Derbyshire Local Nature Recovery Strategy.

Part B: Phase 1 Requirements

This phase of the site will deliver approximately 367 homes (297 of which already have detailed planning consent) and up to 10ha of employment land (0.86ha benefits from detail planning consent and the remaining benefiting from outline planning consent).

Any new applications for phase 1 employment land should be in accordance with the masterplan approved in Discharge of condition 3 of application 19/01274/FUL and meet the following design parameters:

- **Plot Density & Layout**
 - Maximum of 20,000sq ft per acre.
 - Visitor/pedestrian entrance on street facing frontage.
 - Employee parking to side or rear and frontage parking for visitors, where possible.
- **Height**
 - Max building height 10.5m unless accompanied by a landscape and visual impact assessment to justify an increase in size.
- **Roof Form & Design**
 - Curved roof design using built up cladding system, unless robust evidence is provided to demonstrate occupier requirements dictate alternative design approach is necessary for viable investment or operation.
 - Radius between 80 - 105m.
 - Siphonic drainage design and feature eaves detailing to encapsulate guttering where possible.
 - Roof Colour - Goosewing grey (RAL 7038).
- **Elevations and Cladding**
 - Cladding to be build up / composite design (CA cladding / Kingspan or similar).
 - Colours to be from standard colour ranges as follows:
 - Pure Grey (RAL 000 55 00) for elevations
 - Anthracite Grey (RAL 7016) for elevations
 - Sargasso Blue (RAL 7038) for detailing
 - Unless robust evidence provided to demonstrate occupier requirements dictate alternative design approach.
 - Variation in cladding treatment to break up the overall mass of rear and side elevations. Active frontage to all units.
 - Appropriate scale and massing of buildings (reflecting site levels and surrounding development).
 - New buildings to have a public-facing frontage where the entrance is located with glazing incorporated within the design appropriate to the use.
 - Siting of buildings to have regard to each other, to ensure good design, with the aim of achieving a common building line where possible.
- **Landscaping and Boundary Treatments**
 - Street frontages to have minimum 2m landscape buffer to back of pavement to include feature 'street trees'.
 - On plot landscaping in typical low level shrub design.
 - Landscaping between plots to be considered to provide screening / buffers between employment and residential uses.

- Frontage boundary treatments to be sensitive in scale, material and location to street scene.
- Yard/operational areas to be secured with 2.2m high paladin type fencing.
- Any gates to be located to DCC design standards, unless occupier requirements dictate specific design.
- Other Matters
 - Bin stores to be located away front street frontages. Ideally at side or rear. Parking areas to be tarmac.
 - Services yards and commercial vehicle access to be concrete.
 - Cycle parking to be of typical Broxap style covered bays. Ideally at side or rear.
 - Energy efficiency/renewable energy features to be supported.

Primary vehicle access will be solely via the Harrison Way junction in Phase 1. Vehicular access from Lady Hole Lane will not be permitted. The internal street network must be designed as a permeable, legible hierarchy that integrates with adjoining allocations and encourages safe walking and cycling. The layout shall safeguard land for a potential future link to Belper Road to the north through phase 2 and 3 and must provide direct and convenient pedestrian and cycle connections to phase 2 and 3, Belper Road and the wider footpath network. Development proposals must make provision for a bus route, including suitably located bus stops/shelters such that all dwellings are within 400m of a bus stop.

Design and layout must reflect the site's setting and integrate Phase 1 with Phase 2 and the wider Ashbourne townscape.

Part C: Phase 2 Requirements

Development of the Phase 2 Ashbourne Airfield allocation shall comply with the following site-specific requirements, in addition to the whole-site requirements in Part A:

- Proposals must be in compliance with the Ashbourne Airfield Design Code (Appendix 7) and must comply with the associated parameter plans for Phase 2. Applications must be accompanied by a Design Compliance Statement demonstrating how the proposal accords with the design principles, parameter plans and design coding rules or providing clear justification for any departures.
- Phase 2 will deliver approximately 1100 dwellings (approx. 683 delivered within the plan period) and up to 4 ha of employment land. It will include a Local Centre comprising small-scale convenience retail (no single retail unit larger than 300 m² and no more than 500 m² total Class E floorspace), a flexible community facility, and a 2-form entry primary school (on a site of approximately 2 ha). The Local Centre must be centrally located and accessible to the whole development. The primary school shall be co-located with formal sports playing fields or a multi-use games area. An appropriate site for a nursery or early years facility should be identified adjoining or within the school site.
- Any remaining Phase 2 employment land shall be located north of the existing industrial Estate. Only employment uses appropriate in close proximity to housing will be permitted in this extension to the industrial estate.
- Primary vehicle access to Phase 2 will be solely via the Harrison Way junction in Phase 1. Vehicular access to Phase 2 from Lady Hole Lane will not be permitted. The internal street network must be designed as a permeable, legible hierarchy that integrates Phase 2 with the rest of the site and

encourages safe walking and cycling. The ambition of achieving a multi-modal spine road through the site between the A52 and Belper Road should be incorporated into the layout and land safeguarded for a link. The layout must provide direct and convenient pedestrian and cycle connections to phase 3, Belper Road and the wider footpath network. Development proposals must make provision for a bus route to serve Phase 2, including suitably located bus stops/shelters such that all dwellings are within 400m of a bus stop.

- Provision of active travel improvements along A517(Belper Road) between Mill Lane and Town Centre.
- Phase 2 will deliver a comprehensive green infrastructure network in line with the Design Code's parameter plans, including a major multi-functional open space and linear green corridors following the alignment of former runways through the development to provide informal recreation routes and visual connections. A minimum 15m buffer must be maintained between new development and the ancient woodland at Bradley Wood, with appropriate planting and habitat creation to safeguard the woodland. The development will achieve a minimum 10% net gain in biodiversity, with particular emphasis on conserving and enhancing the existing areas of open mosaic habitat.
- The layout and design of Phase 2 should create distinct yet connected neighbourhoods in accordance with the Design Code's Area Types and Character Areas and Parameter Plan 4. Proposals should achieve:
 - Urban Neighbourhood: A denser mixed-use "local heart" (generally 40 to 45 dph) around the Local Centre and key road junctions, with a generally urban character (predominantly terraces, townhouses, mews and apartments, with strong building lines, short set-backs, street tree planting, and heights up to 3 storeys for landmark buildings).
 - Suburban Neighbourhoods: The majority of Phase 2's residential areas will be medium-density (generally 35–40 dph), comprising a mix of semi-detached, detached, and short terraced homes, with varied façade treatments and regular street trees, reflecting a suburban character.
 - Rural Fringe: At the northern and eastern edges near Bradley Wood and open countryside, development shall be lower density (around 25–35 dph) and of a more informal village character (predominantly detached and semi-detached houses with generous gardens, softer building lines, hedgerow boundaries and a more rural street design). Building heights at these sensitive outer edges shall generally be limited to 2 storeys to reduce visual prominence.
 - Employment Zone Extension: The western edge of Phase 2 shall accommodate an Employment Area (Use Classes B2/B8/E(g)), designed with appropriate building heights and setbacks to create a compatible transition to adjacent housing (including acoustic or landscape buffers as needed to mitigate noise or odour).
- Design and layout must reflect the site's setting and integrate Phase 2 with Phase 1 and Phase 3 and the wider Ashbourne townscape.
- Phase 2 applications must detail how key infrastructure and facilities will be delivered in a timely manner. In particular, the primary school, local centre, and central public open spaces should be provided early in the development, in accordance with triggers to be agreed through the infrastructure phasing strategy to ensure the new neighbourhood is sustainable and supported from the outset.

Part D: Phase 3 Requirements:

Development of the Phase 3 Ashbourne Airfield allocation shall comply with the following site-specific requirements, in addition to the whole-site requirements in Part A:

- **Proposals must include a Design Code agreed with the Council that complements the Design Code for Phase 2. Applications must be accompanied by a Design Compliance Statement demonstrating how the proposal accords with the Phase 3 Design Code or providing clear justification for any departures.**
- **Phase 3 will be located north of the old runway and south of Bradley Wood Wildlife Site with an appropriate buffer, and will deliver approximately 197 homes.**
- **The ambition of achieving a multi-modal spine road through the site between the A52 and Belper Road should be incorporated into the layout and land safeguarded for a link. The layout must ensure connections to the street layout to Phase 2 to ensure the creation of an integrated community.**
- **The layout must provide walking and cycling connections to phase 1 and 2, the industrial estate to the west and connections to the north to Belper Road.**
- **Provision of active travel improvements along A517(Belper Road) between Mill Lane and Town Centre.**
- **A minimum 15m buffer must be maintained between new development and the ancient woodland at Bradley Wood, with appropriate planting and habitat creation to safeguard the woodland. The development will achieve a minimum 10% net gain in biodiversity, with particular emphasis on conserving and enhancing the existing areas of open mosaic habitat.**
- **Provide green spaces including sports pitches in accordance with other policies in this Plan.**
- **Design and layout must reflect the site's setting and integrate with Phase 2 and the wider Ashbourne townscape.**

Land to the south of the A52, Ashbourne

8.33 The site is on the southern edge of Ashbourne and extends to 42.11 hectares and comprises a mixture of greenfield and brownfield land south of the A52. The site is currently in use for agriculture, recreation and leisure uses. There is also a small solar farm. There are also a range of small scale commercial uses operating from the site.

8.34 Given its location on the edge of Ashbourne, development should minimise the need to travel through the provision of a range of supporting uses such as local shopping and community uses. Opportunities to incorporate small scale business units should be taken.

8.35 The A52 forms a barrier to movement to the north and proposals will be required to bring forward solutions to address this and enable safe and convenient access to the town through active travel.

8.36 The location in close proximity to the former Ashbourne Airfield also presents opportunities to provide services and facilities and cycling and walking links should be enhanced.

8.37 The site already provides an element of leisure use and consideration should be given to how strategic sports needs, particularly football pitches, could be met on site.

8.38 A detailed phasing plan will be required to support proposals to develop the site to ensure that the cumulative impact of two large developments in close proximity to each other reduce any adverse impacts upon local schools, traffic and services and facilities.

Policy DS11: Land to the south of the A52, Ashbourne

Land amounting to 42.11 hectares is allocated for mixed use development comprising approximately 350 dwellings as defined on the policies map. Development will be subject to compliance with adopted Local Plan policies and the following requirements:

- a) **A comprehensive layout and site masterplan for the development.**
- b) **Preparation of a detailed phasing programme covering the entire site, such as a programme to ensure the provision of community facilities, employment generating uses and residential development concurrently or as otherwise agreed with the District Council.**
- c) **Preparation of an infrastructure phasing plan showing what is required before first occupation; and what is required at subsequent milestones. This should also outline dependencies on off site upgrades (for example highways, utilities).**
- d) **Preparation of a Transport Assessment and Travel Plan, including full highways design, specific consideration of public transport routes and improvements to existing and development of new pedestrian/cycle routes including enhanced connections across the A52.**
- e) **Segregated Active Travel route along the A52 between Mayfield Roundabout and Derby Road Roundabout.**
- f) **Segregated Active Travel route along the A52 between Church Lane/Lady Hole Lane to Derby Road Roundabout.**
- g) **Active Travel improvements along Derby Road between A52 and Town Centre.**
- h) **Active Travel improvements along Clifton Road between A52 and Town Centre.**
- i) **Signal controlled crossing of A52 (Derby Road) between Church Lane / Lady Hole Lane and Derby Road Roundabout.**
- j) **Upgrade to Public Right of Way FP25 to Chestnut Drive.**
- k) **Improvements to Wyaston Road / Old Hill to create Active Travel Route.**
- l) **Contribution to public transport improvements .**
- m) **Provision of the required proportion of affordable housing and provision of an appropriate mix of housing types to meet the needs of the community.**
- n) **Provision of a comprehensive landscaping plan, including the retention of key landscape ecological and geological features.**
- o) **Provision of open space, sports pitches and green infrastructure on site with links established to the wider countryside.**
- p) **A desk and field based archaeological assessment.**
- q) **The submission of a Historic Environment Assessment to consider the impact of development on the Two Bowl Barrows Scheduled Monument and other heritage assets in the vicinity of the site.**
- r) **Developer contributions towards the provision of infrastructure, educational services and other community services, green space and biodiversity as required.**

Ecological Assessment (i.e. desk and field based assessments, habitats/species assessments proposals and mitigation and compensation proposals).

Land to the north of Derby Road, Doveridge

- 8.39 This is a large site comprising 10.8 hectares of several arable fields located between the northern settlement boundary to Doveridge and the A50. This is a mature parcel of land with evidence of remnant historic strip which are enclosed by hedgerows with frequent mature hedgerow trees.
- 8.40 The land is visible from the northern edge of Doveridge and forms a prominent frontage with both Babbs Lane and Derby Road with footpaths crossing the site north to south and east to west. In wider views the land is visually well contained by settlement to the south and the A50 to the north. There are a number of well used public footpaths crossing the site which would need to be retained as part of the development of the site.
- 8.41 A comprehensive landscape and visual impact assessment will be required to support any proposals for the site to demonstrate how the development will be mitigated to reduce any adverse impacts upon the character and setting of the area. The development of the site should provide landscape buffering to the village to ensure that future residents do not experience unacceptable levels of noise from the A50.
- 8.42 The site access will be taken from Derby Road and will require significant modifications to allow a suitable access meeting the current standards. A Transport Assessment and Travel Plan should be submitted to the District Council to support any proposals for the site.
- 8.43 A detailed masterplan should be submitted to support proposals for the development of the site, providing additional pedestrian access links between this site and the adjacent allocation sites off Babbs Lane. By providing enhanced and improved pedestrian links within the village will allow safe access to the local primary school and other facilities used by residents. Developing the housing allocations sites concurrently will also cumulatively provide additional services and facilities to Doveridge to come forward, including an enhanced and renewed bus services and local facilities, such as a small convenience shop.
- 8.44 The development should provide enhancements to the local green infrastructure network to allow biodiversity to flourish in the area. Any proposals for the site will need to ensure that local Infrastructure Providers are consulted to ensure that appropriate provision is in place such as capacity within the receiving sewerage system.

Policy DS12: Land to the north of Derby Road, Doveridge

Land amounting to 10.8 hectares is allocated for mixed use development comprising approximately 194 dwellings as defined on the policies map. Development will be subject to compliance with adopted Local Plan policies and the following requirements:

- a) A comprehensive layout and site masterplan for the development, including an infrastructure and phasing plan, providing links to the village and other allocation sites, principally HC2(qq). Consideration should be given to potential access across Babbs Lane to HC2(qq) and the opportunity to utilise Babbs Lane as a green route.**

- b) Access to be taken from Derby Road, Doveridge and include highway modifications for access and footway provision plus bus enhancements on Derby Road. Pedestrian improvements to Bakers Lane should be provided to enable safe access to the primary school and other facilities in the village.
- c) Contributions to upgrades of existing cycle route between Doveridge and Uttoxeter.
- d) Contributions to bus services between Doveridge and Uttoxeter.
- e) Provision of the required proportion of affordable housing and provision of an appropriate mix of housing types to meet the needs of the community.
- f) Provision of a comprehensive landscaping plan, including the retention of key landscape, ecological and geological features including where possible Ridge and Furrow.
- g) Provision of open space and green infrastructure with links established to the wider countryside.
- h) Provision of a small shop and community uses to serve the development and wider village either on site or at an accessible location off site.
- i) Retention and enhancement of existing Public Rights of Way and where possible integration into the green infrastructure network.
- j) A desk and field based archaeological assessment.
- k) A noise assessment which addresses noise impacts arising from the A50.
- l) The submission of a Historic Environment Assessment to consider the impact of the development on heritage assets in the vicinity of the site.
- m) Developer contributions towards the provision of infrastructure, educational services and other community services, green space and biodiversity as required.
- n) Ecological Assessment (i.e. desk and field based assessments, habitats/species assessments proposals and mitigation and compensation proposals).
- o) Development will need to ensure that there is available capacity within the receiving sewerage network and sewage treatment works

Land at Jackhill Farm, Tansley

8.45 This is a greenfield site that lies to the east and adjacent to the existing settlement of Tansley. The site consists of an extensive area of pastoral farmland enclosed by hedgerows with occasional hedgerow trees. Existing residential properties and Tansley Primary school lie to the west of the site, with open countryside to the south and east. There is a local ridge line along the south edge of the site before the land slopes down to the A615, and there is a Public Right of Way crossing the southern corner of the site before extends protect views into the site from the east and a further Public Right of Way that crosses diagonally across the field that leads onto Goldhill that should be incorporated into the development of the site.

8.46 Given the size of the site and location, it is well contained visually and with careful design and layout of the site will provide links with the existing village and limit any adverse impact upon the character and setting of the area. Mitigation could include retaining some of the important vegetation within the site as part of a Green Infrastructure network and potentially pulling back from the ridge line along the southern boundary of the site where development would be most visible.

- 8.47 The development of the site will provide much needed additional community facilities of benefit to local residents, including a small shop either on site or within the vicinity; additional parking facilities; and contributions towards enhanced open space and local recreational facilities. The location of the site adjoining the existing settlement also presents opportunities to enhance and improve local walking and cycling facilities, linking the village to the Lumsdale Valley and possibly down to Matlock Green.
- 8.48 Site access will be taken from Nottingham Road (A615) to the west of the existing access serving Jackhill Farm. Proposals for the site should include detailed illustrative site layout plans showing how the individual phases of the development link together, accessibility within the site and to the wider village network; a Transport Assessment and Travel Plan; and capacity assessments, including traffic speed surveys.
- 8.49 Infrastructure improvements are a critical requirement to support a scheme of the scale of this site. The landowner and developers of the scheme should undertake relevant discussions with Infrastructure Providers to ensure that there is capacity available within the receiving sewerage network.

Policy DS13: Land at Jackhill Farm, Tansley

Land amounting to 7.13 hectares is allocated for residential development comprising approximately 150 dwellings as defined on the policies map. Development will be subject to compliance with adopted Local Plan policies and the following requirements:

- a) **A comprehensive layout and site masterplan for the development including infrastructure and phasing plan.**
- b) **Promoting sustainable development and improvements to active travel connections from Tansley to Matlock, by providing key pedestrian & cycle routes to shops, services, facilities and schools to ensure safe and suitable travel for residents.**
- c) **Contributions towards improvements to public transport by providing more frequent bus services to and from Tansley.**
- d) **Provision of the required proportion of affordable housing and provision of an appropriate mix of housing types to meet the needs of the community.**
- e) **Provision of a comprehensive landscaping plan, including the retention of key landscape, ecological and geological features.**
- f) **Provision of open space and green infrastructure with links established to the wider countryside.**
- g) **Provision of a small shop to serve the development and wider village either on site or at an accessible location off site.**
- h) **A site specific Flood Risk Assessment in accordance with the findings of the Derbyshire Dales Strategic Flood Risk Assessment.**
- i) **Ensure sewerage capacity in the receiving network.**
- j) **The submission of a Historic Environment Assessment to consider the impact of the development on heritage assets in the vicinity of the site.**
- k) **Developer contributions towards the provision of infrastructure, educational services and other community services, green space and biodiversity as required.**

- l) Ecological Assessment (i.e. desk and field based assessments, habitats/species assessments proposals and mitigation and compensation proposals).**
- m) Contamination and ground condition survey, and in the event that remedial works are required the extent of any mitigation measures to enable the site to be brought forward for development.**
- n) A desk and field based archaeological assessment.**

Broad Location for a new Garden Community at Darley Moor Airfield

- 8.50A broad Location has been identified along the A515 towards the south of the District to accommodate additional development through the creation of an exemplar new garden community at the former Darley Moor airfield, as shown on the key diagram. The initial capacity has been identified as 1,500 homes and associated employment and facilities but the location is relatively unconstrained, therefore there is the potential for a larger opportunity of circa 4,000 homes in the future.
- 8.51The concept of a 'Garden Community' has its roots in the 'Garden City Movement' of the early 1900s. Garden Cities represent principles of good planning, plentiful open space, and active community involvement. Large scale developments built today should apply the same principles, but in a 21st Century context. The Darley Moor Airfield Garden Community will be expected to support and provide for a modern sustainable way of living.
- 8.52The broad location for growth has been selected based on the evidence gathered and assessments undertaken. It has been considered against a number of alternatives and shown to be the most appropriate option with the suitability of the area for strategic development tested through the Local Plan Sustainability Appraisal, alongside other reasonable alternatives.
- 8.53The land in the broad location comprises of 2 main parcels (SHLAA1010 and SHLAA966) which is formed of 2 landowners. Consequently, it is particularly important that the masterplan demonstrates how it will achieve a comprehensive approach to development which shows how the site can function cohesively. As part of the comprehensive approach, a coordinated approach to infrastructure is needed to ensure that if the site comes forward under separate phases within separate landownerships, these phases sufficiently contribute to shared infrastructure.
- 8.54The land within the broad location is primarily greenfield and primarily used as a circuit for motorsport (predominantly motorbikes) which holds events at weekends throughout the year. There are also some agricultural fields demarcated by hedgerows and tree belts. There are no significant physical constraints associated with the site, with none of the area at risk of fluvial flooding but some small pockets at risk of surface water flooding. An Ancient Woodland is situated outside the boundary to the North.
- 8.55As part of the garden community approach, the development will need to respond positively to its landscape-context and provide a genuinely landscape-led community which respects its context and responds robustly to the challenges and opportunities of climate change, adopting models of best practice as an exemplar development.

8.56 The Council's aims and objectives for the garden village are set out below. These will be refined and developed through the preparation of the Masterplan in consultation with key stakeholders and the local community:

- Provide for long term growth, meeting a wide range of housing needs;
- Create a well-planned community with a mix of uses including recreation and greenspace;
- Ensure that all key facilities are planned in convenient and accessible locations;
- Be genuinely landscape led, placing green infrastructure at the heart and throughout the development including where possible retaining and enhancing existing assets;
- Create a strong sense of place that provides a new focus for growth within the Plan period and beyond;
- Plan positively for walking and cycling including where possible enhanced connections to Ashbourne;
- Provide support for/enhance existing public transport provision; and
- Create a place that is attractive to live (and work) in.

8.57 It is expected that at least 1,050 dwellings will be delivered by 2042. If the anticipated lead in time to construction can be accelerated and forecast build out rates improved, the expected number of dwellings to be delivered during the Plan period could be increased. In the longer term a greater number of dwellings may be appropriate in this broad location and the Masterplan should explore the potential scope for a larger area to come forward in the future as part of a strategy for long term and sustainable growth. However, the acceptability of a wider area would need to be subject to detailed investigation and considered against other reasonable alternatives as part of any subsequent Local Plan review.

8.58 The Council will work with the landowners and promoters in this area, and EMCCA and other appropriate authorities to develop the masterplan ready for the next Local Plan or as a Supplementary Plan.

Policy DS14: Broad Location for a new Garden Community at Darley Moor Airfield

Darley Moor Airfield has been identified as a broad location for a garden community during the Plan period and beyond. The precise boundary, nature and form of the garden community within this broad location will be established through a site-wide Masterplan.

The landscape led Masterplan will demonstrate how the site can come forward comprehensively and be produced in consultation with key stakeholders, the Council and the local community and will include a concept plan and place making parameters which will be incorporated into any future planning applications. The Masterplan will also include a phasing and implementation strategy, which will show how the rate of development will be linked to the provision of the necessary social, physical and environmental infrastructure.

The landscape led Masterplan will address the following principles and requirements in the design, development and delivery of the new settlement:

- a) At least 1,500 dwellings (of which 1,050 dwellings to come forward by 2042) providing an appropriate mix of house types, sizes and tenures that achieves a balanced and inclusive community.**
- b) Provision of employment land to provide a mix of employment uses.**

- c) The provision of on site education, health, retail, community and other services and facilities and a local centre(s) of a suitable scale to meet residents day to day needs.
- d) Preparation of an infrastructure phasing plan showing what is required before first occupation; and what is required at subsequent milestones. This should also outline dependencies on off site upgrades (for example highways, utilities).
- e) Potential for further expansion to accommodate up to an additional 2,500 homes with suitable services and facilities (including secondary education) to accommodate this increased capacity.
- f) The new settlement will be an exemplar of sustainable design and resource efficiency. It will incorporate high design and layout standards. These should draw on local character, topography of the area and important assets such as trees and hedgerows which should be recognised and incorporated into the development design, ensuring protection and enhancement where necessary.
- g) The provision of supporting transport infrastructure including managing the impact of traffic on the strategic and local road network, provision of appropriate public transport (services and infrastructure) serving the new settlement including the enhancement and improvement of bus services along the A515 providing frequent connections to Ashbourne, mobility hub, and a comprehensive network of walking and cycling routes linking residential areas to public transport and local centres, schools and employment areas and providing good connectivity with adjoining areas, particularly Ashbourne.
- h) The provision of biodiversity enhancements and appropriate landscaping measures to provide a high quality landscaped setting.
- i) Where possible integrating features of the former airfield including some of the runway to ensure this forms part of the identity of the garden community.
- j) The creation of a connected network of green infrastructure, open spaces and informal and formal recreational facilities that respects and enhances the landscape qualities of the area and maximises opportunities to create and strengthen the existing green infrastructure.
- k) Protection and enhancement of the Ancient Woodland including ensuring no development falls within 15m of the Ancient Woodland.
- l) An assessment of the potential impact of development on heritage assets within the area and an evaluation of the known and potential archaeological significance of the area. The findings of these should inform the final layout of the development which should seek to avoid any unacceptable adverse impacts.
- m) Appropriate measures to mitigate flood risk including the use of sustainable urban drainage systems.
- n) Layout to protect the integrity and identity of the nearby communities of Edlaston and Wyaston.

The phasing of development to ensure the provision of essential supporting infrastructure and facilities is provided ahead of or in tandem with the development it supports to address the impacts of the garden community.

9. Implementation and Monitoring

- 9.1 The Local Plan is required to set out how much development is intended to happen, where and when and by what means it will be delivered. To enable this to happen, the Plan seeks to:
- Be realistic about what can be delivered.
 - Reflect a partnership approach that acknowledges the important role of various organisations in carrying forward the policies and proposals of the Plan.
 - Be flexible enough to reflect changing circumstances.
 - Be easy to monitor to determine how well the Plan is performing against indicators and targets.
- 9.2 A key part of implementing the Local Plan is ensuring that infrastructure is delivered alongside new development. A separate Infrastructure Delivery Plan (IDP) has been published alongside this Local Plan which sets out how this can be achieved. The IDP will be reviewed and updated as necessary to monitor the delivery of infrastructure.
- 9.3 In addition, the District Council is committed to the publication of an Authority Monitoring Report (AMR) in December each year. The purpose of the AMR is to show how the implementation of policies in the Local Plan is progressing.
- 9.4 In addition the AMR will specifically include:
- Progress against the delivery of projects identified in the Infrastructure Delivery Plan.
 - Funding secured and allocated through s106 agreements.
- 9.5 The following chapter outlines how each of the policies of the Local Plan will be implemented, how they will be monitored and how the necessary infrastructure needed to support development will be delivered.

Housing Implementation Strategy

- 9.6 The National Planning Policy Framework requires Local Planning Authorities to set out a trajectory illustrating the expected rate of housing delivery over the Plan period, including identifying annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in the Local Plan.
- 9.7 In this regard, the District Council will continually monitor housing supply and delivery against the stepped housing requirement as set out in policy S4 applying the requisite buffer in accordance with the NPPF. To maintain a five-year supply of housing the District Council will monitor progress in building out sites which have planning permission. In the event that the District Council identifies that a five-year supply is not being delivered, Reasonable judgement will be required in determining what appropriate action should be taken, including identifying the reasons for any under-delivery and whether it is due to factors outside the planning system. Under performance in a single year is unlikely to require immediate intervention, whereas persistent under-delivery would require more comprehensive assessment particularly

where there are likely to be adverse implications for the five year housing land supply and/or the longer term delivery of the Plan-period housing target.

9.8 As part of the Annual five year supply calculation the following information will be monitored and reported in the AMR:

- Cumulative net completions
- Number of permissions granted
- Total net completions for the previous year
- Five year housing land supply
- Number of windfall dwellings permitted
- Gross annual affordable housing completions
- Total completions on affordable housing exception sites
- Total affordable homes completed
- Accommodation for older persons permitted.

Implementation and Delivery of Policies

9.9 It is important that the policies in the Local Plan are necessary and capable of being implemented, with clear mechanisms for doing so. Table 13 below outlines how each of the policies will be implemented, the organisations responsible or involved, and what the main outcomes of the policies are likely to be.

Monitoring the Local Plan

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

9.11 The Council's Authority Monitoring Report (AMR) will be the main mechanism for assessing how effectively the Local Plan is being implemented and for dealing with the risks and future unpredictable events that may affect delivery of the Plan.

9.12 By identifying appropriate indicators and targets, the effectiveness of each policy and implementation measure can be monitored. The results of such monitoring will then identify which policies and implementation measures are succeeding, and which need revising or replacing because they are not achieving the intended effect. A review of the Local Plan will be triggered if key targets, such as maintenance of a five year housing land supply, are not met over a sustained period.

9.13 Table 13 below sets out the indicators and targets that will be used to monitor the policies contained within the Local Plan. Sources of data for each indicator are also identified. Policies relating to strategic site allocations are not included in the Monitoring Table as their development will be monitored through the requirements for monitoring housing and employment allocations.

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
Policy S1 Sustainable Development Principles	All local communities are sustainable and that appropriate development is supported.	Determination of planning applications. Working with partners to develop relevant plans and strategies.	DDDC Developers Partner organisations
Policy S2: Settlement Hierarchy	Development is distributed and steered to the most appropriate locations.	Allocation of sites in the Local Plan. Allocation of sites in Neighbourhood Plans. Determination of Planning applications.	DDDC Parish Councils / Neighbourhood Forums Developers
Policy S3: Development within Defined Settlement Boundaries	Openness of countryside is maintained.	Determination of planning applications.	DDDC Developers
Policy S4: Development in the Countryside	Improved rural economy through provision of appropriate development.	Determination of planning applications.	DDDC Developers
Policy S5: Strategic Housing Development	Housing requirements satisfied.	Allocation of sites in the Local Plan. Allocation of sites in Neighbourhood Plans. Determination of planning applications.	DDDC EMCCA Parish Councils / Neighbourhood Forums Developers
Policy S6: Strategic Employment Development	Economic base enhanced.	Allocation of sites in the Local Plan. Allocation of sites in Neighbourhood Plans. Determination of planning applications.	DDDC EMCCA Parish Councils / Neighbourhood Forums Developers

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
Policy S7: Matlock/Wirksworth/ Darley Dale Strategy	Sustainable development of Matlock/Wirksworth/ Darley Dale. Investment in infrastructure. Key sites of environmental value conserved.	Allocation of sites in the Local Plan. Allocation of sites in Neighbourhood Plans. Determination of planning applications. Section 106 obligations and conditions. Working with partners to deliver infrastructure projects.	DDDC EMCCA Parish Councils / Neighbourhood Forums Developers Partner Organisations
Policy S8: Ashbourne Development Strategy	Sustainable development of Ashbourne. Investment in infrastructure. Key sites of environmental value conserved.	Allocation of sites in the Local Plan. Allocation of sites in Neighbourhood Plans. Determination of planning applications. Section 106 obligations and conditions. Working with partners to deliver infrastructure projects.	DDDC EMCCA Parish Councils / Neighbourhood Forums Developers Partner Organisations
Policy S9: Rural Parishes Development Strategy	Sustainable development of rural parishes. Investment in infrastructure. Key sites of environmental value conserved.	Allocation of sites in the Local Plan. Allocation of sites in Neighbourhood Plans. Determination of planning applications.	DDDC Parish Councils / Neighbourhood Forums Developers Partner Organisations

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
		Section 106 obligations and conditions. Working with partners to deliver infrastructure projects.	
Policy S10: Local Infrastructure Provision and Developer Contributions	Delivery of infrastructure needed to support development. Infrastructure investments planned by relevant providers to support communities.	Determination of planning applications. Section 106 obligations and conditions.	DDDC Infrastructure providers Developers
Policy PD1: Design and Place Making	Layout and design of new development well designed and socially integrated. Developments respond to climate change. Design contributes to local distinctiveness and sense of place.	Determination of planning applications Section 106 obligations and conditions. Thorough site appraisals Supplementary Planning Documents.	DDDC Developers
Policy PD2: Protecting the Historic Environment	Heritage assets conserved, managed and where feasible enhanced.	Determination of planning applications, Section 106 obligations and conditions. Conservation Area designations Conservation Area Character Appraisals Heritage Assets Local List	DDDC Derbyshire County Council Historic England Developers

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
Policy PD3: Biodiversity and the Natural Environment	Biodiversity and geological resources protected, managed and where possible enhanced.	Working with partners to achieve targets in Local Nature Recovery Strategy for Derbyshire Determination of planning applications, Section 106 obligations and conditions.	DDDC Derbyshire County Council Derbyshire Wildlife Trust Natural England Developers
Policy PD4: Green Infrastructure	Green Infrastructure networks protected and enhanced. Extension of long distance trails.	Determination of planning applications, Section 106 obligations and conditions. Investment to implement the West Derbyshire Greenway Strategy. Support the Implementation of the Local Strategic Recovery Strategy Working with partners to support green infrastructure.	DDDC Derbyshire County Council Derbyshire Wildlife Trust Natural England Developers
Policy PD5: Landscape Character	Landscape Character protected, enhanced and restored.	Determination of planning applications, Section 106 obligations and conditions.	DDDC Derbyshire County Council (Landscape Officers) Developers
Policy PD6: Trees, Hedgerows and Woodlands	Tree and woodland resource increased.	Determination of planning applications, Section 106 obligations and conditions.	DDDC Derbyshire County Council Developers
Policy PD7A: Climate Change	Impacts of climate change addressed through adaptation and mitigation.	Determination of planning applications, Section 106 obligations and conditions.	DDDC Developers

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
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Policy PD7B: Renewable and Low Carbon Energy	Increased energy from renewable and low carbon sources	Determination of planning applications, Section 106 obligations and conditions.	DDDC Developers
Policy PD8: Flood Risk Management and Water Quality	Development avoids areas of flood risk. Flood risk impact mitigated. Sustainable Drainage Solutions	Determination of planning applications, Section 106 obligations and conditions. Support for measures in all relevant Catchment Flood Risk Management Plans.	DDDC Developers Environment Agency
Policy PD9: Pollution Control and Unstable Land	Development located away from sensitive areas as far as possible. Pollution mitigation and avoidance of unstable land.	Determination of planning applications, Section 106 obligations and conditions.	DDDC Developers Environment Agency
Policy PD10: Matlock to Darley Dale Corridor	Strategic gap between Matlock and Darley Dale maintained.	Determination of planning applications. Neighbourhood Plans	DDDC
Policy HC1: Location of Housing Development	New housing developed to meet needs in sustainable locations.	Determination of planning applications. Designation of sites in Local or Neighbourhood Plan. Section 106 obligations and conditions.	DDDC Developers

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
Policy HC2: Housing Land Allocations	Sufficient supply of housing to meet housing needs. Housing developed in sustainable locations.	Designation of sites in Local Plan. Determination of planning applications.	DDDC Developers
Policy HC3: Self-Build Housing Provision	More self-build housing.	Determination of planning applications. Self-build housing register.	DDDC Developers
Policy HC4: Affordable Housing	Sufficient supply of affordable housing that reflects both need and development viability. Provision of affordable housing tenures that relate to needs.	Determination of planning applications, Section 106 obligations and conditions. Financial Appraisals where provision is below requirements. Derbyshire Dales Affordable Housing Strategy and Delivery Plan Securing investments from partners including the Homes England and Regulator of Social Housing.	DDDC Developers Registered social landlords Homes England Affordable Housing Development Partnership EMCCA Local Authority Housing Fund (LAHF)
Policy HC5: Meeting Local Affordable Housing Need (Exception Sites)	Affordable housing developed on sites that would not normally be approved for housing development.	Determination of planning applications, Section 106 obligations and conditions Housing Needs Assessments Derbyshire Dales Affordable Housing Strategy and Delivery Plan Securing investments from partners including the Homes England .	DDDC Developers Registered social landlords Homes England Affordable Housing Development Partnership EMCCA

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
			Local Authority Housing Fund (LAHF)
Policy HC6: Gypsy and Traveller Provision	Provision made for gypsy, traveller or travelling show people pitches.	Determination of planning applications. Regular monitoring of the need for gypsy, travellers and travelling show people pitches. Partnership working with the Derbyshire Gypsy Liaison Group.	DDDC Derbyshire Gypsy Liaison Group Derbyshire County Council
Policy HC7: Replacement dwellings	Dwelling houses outside settlement development limits replaced where policy criteria met.	Determination of planning applications.	DDDC Developers
Policy HC8: Conversion and Re-use of Buildings for Residential Accommodation	More buildings re- used in rural areas.	Determination of planning applications.	DDDC Developers
Policy HC9: Residential subdivision of Dwellings	Residential dwellings sub divided into one or more units where policy criteria met.	Determination of planning applications.	DDDC Developers
Policy HC10: Extensions to Dwellings	Residential properties extended where policy criteria met.	Determination of planning applications.	DDDC Developers
Policy HC11: Housing Mix and Type	More appropriate housing stock in terms of size and tenure.	Determination of planning applications, Section 106 obligations and conditions.	DDDC Developers Registered social landlords Homes and Communities Agency

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
Policy HC12: Elderly Needs Accommodation	More appropriate accommodation for elderly people.	Determination of planning applications, Section 106 obligations and conditions.	DDDC Developers Registered social landlords Homes and Communities Agency
Policy HC13: Agricultural and Rural Workers Dwellings	Dwellings for agricultural and rural workers provided where policy criteria met.	Determination of planning applications.	DDDC
Policy HC14: Open Space and Outdoor Recreation Facilities	Protection and improvement of quality and quantity of open space and outdoor recreation facilities.	Designation of land in Local Plan. Determination of planning applications, Section 106 obligations and conditions. Working with partners such as Parish Councils and trusts to manage open space and recreation assets.	DDDC Developers Parish Councils Partnerships with local schools Local Community Groups
Policy HC14B: Indoor Sports & Built Facilities	Provision of adequate and adequate and appropriate range of sports, cultural, leisure and recreational facilities.	Determination of planning applications, Section 106 obligations and conditions. Working with partners such as Parish Councils and trusts to manage open space and recreation assets.	DDDC Developers Parish Councils Partnerships with local Leisure Centres Local Community Groups
Policy HC15: Community Facilities and Services	Local community services and facilities safeguarded.	Determination of planning applications, Section 106 obligations and conditions.	DDDC Developers Parish Councils

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
	New provision made in accessible locations.	Masterplanning of Allocation site Neighbourhood Plans Community Use Agreements Community Hubs Working with partners such as Parish Councils and trusts to manage combined community hubs/ shared spaces	Local Community Groups Local Schools Specialist Housing Services
Policy HC16: Notified Sites	Sites needed for school buildings or playing fields safeguarded from prejudicial development.	Designation of land in Local Plan.	DDDC Derbyshire County Council
Policy HC17: Promoting Sport, Leisure and Recreation	Provision of an adequate and appropriate range of sports, cultural, leisure and recreational facilities.	Determination of planning applications, Section 106 obligations and conditions. Working with partners such as Parish Councils and trusts to manage open space and recreation assets. Co-location/ multi use facilities Neighbourhood Plans Masterplanning Strategic Allocation sites	DDDC Developers Parish Councils Local Schools Local Community/ Sporting Groups and associations

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
Policy HC18: Provision of Public Transport Facilities	Developments that cater for the needs of bus and taxi operators.	Determination of planning applications, Section 106 obligations. Active Travel Plans	DDDC Developers Derbyshire County Council Local Transport Partnerships
Policy HC19: Accessibility and Transport	New development in accessible locations. Provision of new sustainable transport measures to increase accessibility. Measures to promote safer road conditions.	Determination of planning applications, Section 106 obligations. Section 278 improvement works. Active Travel Plans Travel Plans. Local Transport Plan Transport Assessments. Electric Vehicle Charging Points	DDDC Developers Derbyshire County Council Local Transport Partnerships National Grid
Policy HC20: Managing Travel Demand	Priority given to making improvements to walking and cycling facilities and public transport services before improvements in highway capacity.	Site specific and area wide travel demand management. Improvements to transport infrastructure and services. Active Travel Plans Mobility Hubs Electric Vehicle Charging Points Green Infrastructure Networks	Derbyshire County Council Developers DDDC EMCCA National Grid
Policy HC21: Car Parking Standards	Car parking provided in accordance with standards set by Derbyshire County Council.	Determination of planning applications.	DDDC Developers Derbyshire County Council

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
Policy EC1: New Employment Development	New industrial and business development in sustainable locations Increase in higher value employment and training provision.	Determination of planning applications Infrastructure Improvements Improved Broadband and Telecoms Infrastructure	DDDC Developers Employers EMCCA Local Economic Partnership (LEP) Peaks and Dales Growth Zone Invest In Derbyshire BT Open Reach National Grid Rural Growth Fund D2N2 Growth Hub
Policy EC2: Employment Land Allocations	Additional land provided for employment development.	Designation of sites in Local Plan. Determination of planning applications. Public sector investment where appropriate. Funding bids & opportunities Active Travel Plans and Transport Infrastructure improvements	DDDC Developers EMCCA D2N2 Growth Hub Invest in Derbyshire LEP

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
Policy EC3: Existing Employment Land and Premises Policy EC4: Retention of Key Employment Sites	Sufficient employment land protected to maintain a good supply.	Designation of sites in Local Plan. Determination of planning applications. Public sector investment where appropriate.	DDDC EMCCA Growth Hub Developers D2N2 Growth Hub Invest in Derbyshire
Policy EC5: Regenerating an Industrial Legacy	Constrained industrial sites regenerated. New employment space to meet modern requirements.	Determination of planning applications. S106 Contributions Plan for Neighbourhoods	DDDC Developers EMCCA Growth Hub D2N2 Growth Hub Invest In Derbyshire Homes England
Policy EC6: Town and Local Centres	Vitality and viability of town centres, district centres and local centres maintained and where possible enhanced. Safe, attractive and accessible town centres created. Adequate parking facilities provided in suitable locations.	Designation of sites in Local Plan Determination of planning applications, Section 106 obligations and conditions. Securing public sector investment in public realm works and Regeneration projects Active Travel Plans Infrastructure Improvements	DDDC Developers EMCCA
Policy EC7: Primary Shopping Frontages	Retention of E retail uses within the core areas of the Ashbourne, Matlock and Wirksworth town centres.	Designation of frontages within Local Plan.	DDDC Developers

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
		Determination of planning applications.	
Policy EC8: Promoting Peak District Tourism and Culture	Stronger tourism sector.	Determination of planning applications. Support tourism objectives of the Destination Management Partnership Strategy.	DDDC Developers EMCCA
Policy EC9: Holiday Chalets, Caravan and Campsite Developments	Careful control of additional chalets, caravan and camp sites.	Determination of planning applications.	DDDC Developers
Policy EC10: Farm Enterprises and Diversification	Improved viability of farm enterprises.	Determination of planning applications.	DDDC Farmers Rural Growth Fund
Policy EC11: Improvements to Active Travel – Protecting and Extending our Cycle and Footpath Networks	Existing routes protected. More on and off road routes for cyclists provided.	Determination of planning applications. Work with partners in the Wider Peak District Cycle Strategy Steering Group.	DDDC Derbyshire County Council EMCCA PDNP
Policy DS3: Land at Stancliffe Quarry, Darley Dale	Site developed for housing and open space. New access provided to A6. Mitigation of identified impacts. Infrastructure Improvements	Designation of site in Local Plan. Determination of planning applications, Section 106 obligations and conditions. Comprehensive masterplan.	DDDC Derbyshire County Council Developers

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
		Historic Environment Assessment. Active Travel Plans	
Policy DS6: Land off Middleton Road/ Cromford Road, Wirksworth	Site developed for housing, employment and open space Mitigation of identified impacts. Green Infrastructure Links	Designation of site in Local Plan. Determination of planning applications, Section 106 obligations and conditions. Comprehensive masterplan. Historic Environment Assessment. Active Travel Plan	DDDC Derbyshire County Council Developers
Policy DS7: Land at Middle Peak Quarry, Wirksworth	Site developed for housing, open space and community facilities and new replacement primary school. Mitigation of identified impacts Green Infrastructure Improvements	Designation of site in Local Plan Determination of planning applications Section 106 obligations and conditions Comprehensive masterplan Historic Environment Assessment Active Travel Plan	DDDC Derbyshire County Council Developers EMCCA Homes England Derbyshire Wildlife Trusts
Policy DS9 Land at Cawdor Quarry	Site developed for housing, employment, community/ educational facilities and open space. Mitigation of identified impacts.	Determination of planning applications, Section 106 obligations and conditions. Comprehensive masterplan.	DDDC Derbyshire County Council Developers

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
	Green Infrastructure Improvements	Active Travel Plan	
Policy DS10 Land at former Ashbourne Airfield	Site developed for housing, retail, employment, community/ educational facilities, health services and open space and sports pitches/ facilities. New Primary school on site Extension of public transport services Mitigation of identified impacts. Green Infrastructure Improvements and BNG	Designation of site in Local Plan. Determination of planning applications, Section 106 obligations and conditions. Comprehensive masterplan. Historic Environment Assessment. Active Travel Plan	DDDC Derbyshire County Council Developers EMCCA Growth Hub
Policy DS11 Land to the South of the A52	Site developed for housing, employment, community/ educational facilities and open space, Care Home, Sporting facility upgrade Mitigation of identified impacts. Green Infrastructure Improvements and BNG Improved Highway and Pedestrian Links to the town	Determination of planning applications, Section 106 obligations and conditions. Comprehensive masterplan. Active Travel Plan	DDDC Derbyshire County Council Developers EMCCA
Policy DS12 Land to the North of Derby Road, Doveridge	Site developed for housing, employment, community/ educational facilities and open space.	Determination of planning applications, Section 106 obligations and conditions.	DDDC Derbyshire County Council Developers

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
	Mitigation of identified impacts. Green Infrastructure Improvements & BNG Improved public Transport services	Comprehensive masterplan. Active Travel Plan	EMCCA
Policy DS13 Land at Jackhill Farm, Tansley	Site developed for housing, community facilities and recreation and sporting facilities open space, Mitigation of identified impacts. Green Infrastructure Improvements & BNG Improved public Transport services Provision of retail services within the village	Determination of planning applications, Section 106 obligations and conditions. Comprehensive masterplan. Active Travel Plan	DDDC Derbyshire County Council Developers
Policy DS14 Darley Moor Airfield Community Garden Village – Broad Location	Long term growth, meeting a wide range of housing needs; Site developed for housing, community facilities and recreation and sporting facilities open space, Green Infrastructure connections Provision	Determination of planning applications, Section 106 obligations and conditions. Comprehensive masterplan. Active Travel Plan	DDDC Derbyshire County Council Developers EMCCA

Policy	Principal Outcomes	Implementation Mechanism	Delivery Body
	New and enhanced existing public transport provision; and Provision of retail services within the village		

Table 13 Monitoring Indicators and Targets of Derbyshire Dales Local Plan Policies

Appendix 1: Glossary

Adoption

The point at which the final version of the Local Plan comes fully into effect.

Affordable Housing

Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) Social Rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent; (b) the landlord is a registered provider; and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.
- b) Other affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement

Amenity

A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

Authority Monitoring Report (AMR)

Document produced each year to report on progress of the policies and proposals in the Local Plan.

Biodiversity

The whole variety of life on earth. It includes all species of plants and animals, their genetic variation and the ecosystems of which they are a part.

Brownfield

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Brownfield Land Register

Registers of previously developed land that Local Planning Authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local Planning Authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.

Climate Change Adaptation

Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Climate Change Mitigation

Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Community Infrastructure

Facilities available for use by the community that provide for the health, welfare, social, educational, leisure, recreational and cultural needs of the community. Examples include village halls, GP surgeries, pubs, churches and children play areas. It may also include areas of informal open space and sports facilities.

Community Infrastructure Levy

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. The resulting funds must be used to deliver community infrastructure to support new development.

Comparison Floorspace

Shops retailing items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Conservation Areas (CAS)

A designated area of special architectural and/or historical interest, the character or appearance of which it is desirable to preserve or enhance. It is a recognition of the value of a group of buildings and their surroundings and the need to protect not just individual buildings but the character of the area as a whole.

Convenience Floorspace

Shops retailing everyday essential items, including food, drinks, newspapers/magazines and confectionery.

Curtilage

The area occupied by a property and land closely associated with that property. e.g. in terms of a house and garden, the garden normally forms the curtilage of the property, but fields and paddocks would be outside the curtilage.

Deliverable

To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

- a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).
- b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years

Department for Communities and Local Government (DCLG)

The Government department responsible for planning and production of planning guidance.

Design Code

A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

Development Plan

Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and 73 published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the Local Planning Authority decides that the neighbourhood plan should not be made.

Development Plan Documents

A document containing local planning policies or proposals which form part of the Development Plan, which has been subject to independent examination.

Ecological Networks

Connected areas of natural habitat. The protection and creation of these is a key strategy for biodiversity conservation in response to climate change.

European Sites

Consist of Special Protection Areas (SPAs), Special Areas of Conservation (SACs), RAMSAR sites and sites on draft lists for protection as outlined in Regulation 10 of the Habitats Regulations 1994.

Examination

Independent inquiry into the soundness of a Local Plan chaired by an Inspector appointed by the Secretary of State.

Geodiversity

The range of rocks, minerals, fossils, soils and landforms.

Greenfield

Land which has not been previously developed before.

Green Infrastructure

A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

Green Corridors

Linear wildlife and public access corridors that link areas of green infrastructure and green spaces with each other and to settlements and which also link into the wider countryside.

Green Spaces

Publicly accessible spaces, including local parks, sports grounds, cemeteries, school grounds, allotments, commons and historic parks and gardens.

Habitat

The natural home or environment of a plant or animal.

Hectare

A unit of land area equivalent to 10,000 square metres, or 0.01 of a square kilometre. One hectare equals approximately 2.5 acres.

Housing Delivery Test

Measures net homes delivered in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England annually.

Housing Need

Housing need is an unconstrained assessment of the minimum number of homes needed in an area. Assessing housing need is the first step in the process of deciding how many homes need to be planned for.

Housing Needs Survey

An assessment of housing needs in the local area. The survey plays a crucial role in underpinning the planning policies relating to affordable housing provision in the Plan Area. The information on local needs is required to determine the location of such housing and guide new investment.

Housing Requirement

The housing requirement is the minimum number of homes that a plan seeks to provide during the plan period.

This is informed by an assessment of the amount of new homes that can be provided in the area. This is justified by evidence on land availability, constraints on development and any other relevant matters.

Heritage Asset

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).

Infrastructure

A collective term for services such as roads, electricity, sewerage, water, education and health facilities.

Landscape Character Assessment

An assessment to identify different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.

Local Enterprise Partnerships

A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Strategic Partnership

A group of public, private, voluntary and community organisations and individuals that is responsible for preparing the Community Strategy.

Local Housing Need

The number of homes identified as being needed through the application of the standard method set out in national planning practice guidance.

Local Nature Recovery Strategies (LNRS)

A new system of spatial strategies for nature under the Environment Act, covering the whole of England. Locally led by an appropriate “responsible authority”, these will identify the opportunities and priorities for enhancing biodiversity and supporting wider objectives such as mitigating or adapting to climate change in an area.

Local Plan

A plan for the future development of a local area, drawn up by the Local Planning Authority in consultation with the community, under the Town and Country Planning (Local Planning) (England) Regulations 2012. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Self-build and Custom Build Housing

Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Major Development

For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Market Housing

Private housing for rent or sale where the price is set in the open market.

Mitigation Measures

These are measures requested / carried out in order to limit the damage by a particular development / activity.

National Planning Policy Framework

The National Planning Policy Framework sets out government’s planning policies for England and how these are expected to be applied.

Neighbourhood Plan

A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Open Space and Recreational Land

All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Previously Developed Land (PDL)

(See definition for Brownfield.)

Policies Map

A map or maps showing site allocations and geographical areas where policies apply.

Project Level HRA

Habitats Regulations Assessment (HRA) is required under the EU Habitats Directive (92/43/EEC) and the Habitats Regulations (Conservation (Natural Habitats, &c.) Regulations 1994) for any proposed project (including development projects requiring planning permission) which is likely to have a significant effect on one or more European sites and which is not necessary for the conservation management of those sites. European sites contribute to the protection of habitats and species of high nature conservation importance within the European Community. They include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

National planning policy also recommends that Ramsar sites should be afforded the same level of consideration as SPAs and SACs. Habitats Regulations Appraisal (HRA) refers to the whole process, including the appropriate assessment step. This applies to any project which has the potential to affect a European site, no matter how far away from that site. The HRA of the Local Plan has identified that specific issues relating to localised recreation and air quality impacts should specifically be considered for any development within 1.6km of a European site, however, an HRA accompanying a planning application should not be limited to these issues.

Derbyshire Dales District Council, as a competent authority, must not authorise a project unless, by means of the appropriate assessment, they can ascertain that it will not adversely affect the integrity of a European site.

PM10

A term used in air quality monitoring to refer to particulate matter with a diameter less than or equal to 10 micrometers (microns).

Registered Social Landlords

These are independent housing organisations registered with the Housing Corporation under the Housing Act 1996. Most are housing associations, but there are also trusts, co-operatives and companies.

Rural Exceptions Site

Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the Local Planning Authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Section 106 (S106) Agreements

A legal agreement negotiated in the context of a planning application between the Local Planning Authority and a developer. The purpose of the agreement is to make development which would have significant impacts on the local area; the extent of which cannot be moderated by means of planning conditions, acceptable in planning terms.

Sequential Approach

A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield sites before greenfield sites, or town centre retail sites before out-of-centre sites. In terms of employment a sequential approach would favour an employment use over mixed use and mixed use over non-employment uses.

Settlement Development Boundary

The Settlement Development Boundaries have been drawn in order to define the existing or proposed built up area of each settlement in the top three tiers of the settlement hierarchy i.e. Market Towns, Local Service Centre and Accessible Settlements with Limited Facilities. The main purpose of the settlement development boundaries is to show where certain policies apply.

Settlement Hierarchy

Settlements are categorised in a hierarchy based on the range of services, facilities and employment opportunities in the settlement, access to education, public transport services and access to higher-order centres.

Social Rented

Social Rented Housing is housing available to rent at below market levels. Lower rents are possible because the Government subsidises local authorities and registered social landlords in order to meet local affordable housing needs.

Site of Scientific Interest (SSSI)

Sites designated to protect their wildlife or geology including those designated under the Wildlife and Countryside Act 1981.

Spatial Planning

Spatial planning goes beyond traditional land use planning. It brings together and integrates policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means.

Special Area of Conservation (SAC)

Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

Stakeholders

Groups, individuals or organisations which may be affected by or have a key interest in a development proposal or planning policy. They may often be experts in their field or represent the views of many people.

Statement of Community Involvement

Document setting out the Council's approach to involving the community in preparing planning documents and making significant development control decisions.

Statutory Organisations

Organisations the Local Authority has to consult with at consultation stages of the Local Plan.

Stepping Stones

Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic Housing Land Availability Assessment

A study intended to assess overall potential for housing development in an area, including the identification of specific housing sites with development potential over a 15 year time span.

Strategic Housing Market Assessment

A study intended to review the existing housing market in an area, consider the nature of future need for market and affordable housing and to inform policy development.

Supplementary Planning Documents

Provide additional guidance on the interpretation or application of policies and proposals in a Development Plan Document. These do not form part of the development plan and are not subject to independent examination.

Sustainable Development

In broad terms this means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The National Planning Policy Framework defines sustainable development in terms of its economic, social and environmental role.

Sustainable Drainage System

Previously known as Sustainable Urban Drainage Systems. These cover a range of approaches to surface water drainage management including; source control measures, such as rainwater recycling and drainage; infiltration devices, to allow water to soak into the ground; vegetated features, that hold and drain water downhill mimicking natural drainage patterns; filter drains and porous pavements, to allow rainwater and run-off to infiltrate into permeable material below ground and provide storage if needed; and basins and ponds, to hold excess water after rain and allow controlled discharge that avoids flooding.

Sustainability Appraisal (SA)/ Strategic Environmental Assessment (SEA)

The Planning and Compulsory Purchase Act 2004 requires Local Development Documents to be prepared with a view to contributing to the achievement of sustainable development. Sustainability appraisal is a systematic appraisal process. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document from the outset of the preparation process. This will ensure that decisions are made that accord with sustainable principles.

Tenure

Refers to the way in which a property is held e.g. freehold, leasehold, shared equity or rented.

Tests of Soundness

For a Local Plan to be adopted, following examination it has to be found to be “sound” - namely that it is:

- positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;

- justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

Travel to Work Area

A geographic area within which the majority of people both live and work based on findings from the 2001 Census. Of the resident economically active population, at least 75% actually work in the area, and also, that of everyone working in the area, at least 75% actually live in the area.

Use Class Orders

Planning regulations outlining a schedule of uses to which a given premises or building can be put. Some changes of use require planning permission.

Veteran Trees

Ancient or veteran trees are special trees because of their history and longevity. The term veteran tree encompasses:

- Trees of interest biologically, aesthetically or culturally because of their great age
- Trees in the ancient or third and final stage of their life
- Trees that are old relative to others of the same species

Windfall Site

A previously developed site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most “windfalls” are referred to in a housing context.

Appendix 2 – Housing Trajectory

Appendix 3 – Key Diagram

Appendix 4 – Policies Maps

Appendix 5 – Infrastructure Delivery plan

Appendix 6 – Derbyshire Dales District Design Code

Appendix 7 – Ashbourne Airfield Design Code

Derbyshire Dales District Council adopted the Ashbourne Airfield Design Code Supplementary Planning Document at a meeting of Council on 26th March 2026. This will form part of the Local Plan.

Can be accessed here: <https://www.derbyshiredales.gov.uk/documents/ashbourne-airfield-design-code-spd-pdf-9mb/viewdocument/3638>