Your future in Your North East Derbyshire!

North East Derbyshire Development Framework

Core Strategy Issues and Options

April 2009
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1. Introduction

1.1 North East Derbyshire District Council is preparing a set of new planning documents to replace the Local Plan that was adopted in November 2005. These new documents, collectively called the Local Development Framework, will guide future planning decisions in the area.

1.2 The Core Strategy will be the key document in this portfolio of planning documents. It will set out a Vision for the area based on evidence and community and partner objectives and will provide a detailed spatial strategy for future development in the District over the next 15 to 20 years.

1.3 The Core Strategy will also have to take into account national policy guidance set out in Planning Policy Statements and the East Midlands Regional Plan (Regional Spatial Strategy). The Regional Plan indicates the level of housing growth which will be needed in the District as well as other regional policies that will affect the way in which the District will develop in future.

1.4 This new Core Strategy will take into consideration issues other than land use and will include environmental, economic and social issues as well. It will also join up with other strategies from this Council and partner organisations. In particular, it will be closely integrated with the Chesterfield Borough and North East Derbyshire District Councils’ Sustainable Community Strategy.

What is the Issues and Options Document?

1.5 Identifying the key issues and options for the District is an important stage in the preparation of the Core Strategy. It provides an opportunity to involve stakeholders and local communities in considering issues and alternative options for meeting the future development needs of the area. The document will form the basis for more detailed polices that will follow.

What we have done so far

1.6 Over the past months we have held meetings with Community Partnership Groups and the Theme Groups of the Local Strategic Partnership (CHART), responsible for preparing the Sustainable Community Strategy, to establish the ways in which the Core Strategy can help deliver their requirements. We have also asked the public and groups and organisations that we work with to give us their views on initial issues and options.

1.7 We have also gathered a lot of evidence about the District so that we understand what challenges there are likely to be over the next 15 -20 years. We have noted the policies that are included in the East Midlands Regional Plan (March 2009) and have researched the government’s national ambitions.

1.8 This evidence is set out in a series of Background Papers: -

- Sustainable Development and Communities
- Accessible Communities
- Living Communities
- Working and Learning Communities
- Safe, Healthy and Active Communities

and in the Consultation Statement 2009

These are available on our website at www.ne-derbyshire.gov.uk/LDF or from the Forward Planning Team. Tel: 01246 217169/70. Write to us: Forward Planning, NEDDC, Council House, Saltergate, Chesterfield S40 1LF. Or Email: LDFteam@ne-derbyshire.gov.uk
How you can help us

1.9 The aim of this Issues and Options document is to encourage further views from local residents and other stakeholders. We would like to know what you think of the issues that we have set out and the spatial options that might address these issues. We would also like to know if there is anything that we have not addressed.

1.10 This early community and stakeholder engagement is known as “front loading” and is encouraged by the government. Most people accept that if we want to improve our quality of life, we need to reflect on the way we live and how we could make changes to improve it. It is hoped that general agreement can be reached on the issues for the District and the spatial option that can best address these issues.

2. The District’s Vision

2.1 When asked what the District should look like in 20 years time, local people and our partners have said that they would like to see the following:

- Improved, vibrant town centres
- Protection of open countryside
- Restored brown field sites
- Good cross section of residents including young people
- Decent mix and choice of housing
- Management of our heritage
- Good design
- Good access to services
- Good transport
- Improved air quality

2.2 The Vision for North East Derbyshire District Council will reflect the aspirations of local residents and our partners. It will provide a picture of how the District will develop over the next 20 years to address the issues that have been identified. In developing this Vision it will be necessary to take account of:

- The vision of the Community Strategy and the emerging Sustainable Community Strategy
- The vision included in the Regional Spatial Strategy for the East Midlands
- The concerns, issues and priorities that come through our consultation work.

2.3 The emerging Sustainable Community Strategy intends to offer the following Vision:

“To improve the quality of life for people in Chesterfield Borough and North East Derbyshire so that residents, workers and visitors can benefit from what the area has to offer.”

2.4 This all embracing Vision actually encompasses the aspirations set out in paragraph 2.1 above. The District must become a place where people of all ages and circumstances want to live. In order for this to happen, new development will need to be well designed, well related to existing development and support a range of different uses, allowing the interaction of people, as well as promoting a sustainable environment that is well integrated with public transport and adaptable to change.
3. Setting the Scene

3.1 North East Derbyshire is a diverse District both in terms of its landscape and economy and has a range of communities with differing characteristics and needs. The landscape varies from the scenic countryside in the west, at the edge of the Peak District, to the larger more urban settlements in the east with their industrial pasts and coal mining histories. The green belt covers over 10,000 hectares of the District and prevents the settlements in the north of the District from merging with Chesterfield and the larger urban conurbations in South Yorkshire.

3.2 The District is comprised of 24 parishes with a total population of about 98,000 of which 48,200 are male and 49,800 female (Nomis 2007 mid year estimates). The % of people aged over 40 exceeds the national average, whilst the % under 40 is less than the national average. 41% of the District’s population is aged over 50 - this is significantly higher than both the regional and national picture. Even more important to note is the fact that 22% of the District’s population is in the 50-65 age group, 14% in the 65-79 age group and 5% in the over 80 age group. This will have important implications for the type of housing and services required in future.

3.3 About 40% of the population live in the main towns of Clay Cross, Dronfield, Eckington and Killamarsh. The total population of North East Derbyshire has remained relatively static for many years demonstrating significantly less growth than that experienced both regionally and nationally. Any growth has been the result of net migration rather than natural population change. As a result the age profile is changing with more elderly people and fewer people of working age. This change is linked to the increasing out-migration of people of working age, particularly those with higher level qualifications.

3.4 60% of the population are of working age (Nomis 2007 mid year estimates). Two thirds of employment is within the service sector and almost a quarter, twice the national average, is in manufacturing. 2.5% of the working age population is currently unemployed which is lower than the Derbyshire average (Derbyshire County Council December 2008). However, nearly 7% of these are long term unemployed (out of work for more than a year) which is the highest in the County. Taken as a whole, the working population has a relatively high proportion of people with no qualifications and a relatively low proportion with higher level qualifications.

3.5 The Council is committed to the economic, social and environmental regeneration of both the urban and rural areas of the District. The economy of the District has traditionally been based upon the coal, steel and heavy engineering industries. The decline of these industries has led to higher unemployment in some wards compared to other wards in the District, the County and the UK. Parts of the rural west have suffered from the decline in agriculture.

3.6 Recent housing growth has been modest, averaging 253 dwellings a year over the last 17 years. There are more detached and semi detached properties and fewer terraced properties and flats/maisonettes in the District than in either the East Midlands or in England and Wales.

3.7 Nearly 80% of the District’s housing stock is privately owned. On 1st April 2008, the Council owned 8,114 dwellings. It has been estimated that this stock of dwellings is reducing by about 200 a year, mainly through the Right to Buy. Most of these homes were built between 1945 and 1975 and are likely to need repair over the coming years. The Council has now transferred the stock to an Arms Length Management Organisation (ALMO), Rykneld Homes.
4. The Big Issues

4.1 From what you have already told us and taking into account the evidence we have collected, central and regional government guidance, we have identified a number of key issues. They are set out below under the subject headings of the Background Papers where you can find more information relating to these issues.

Sustainable Development and Communities

Issue 1: Create sustainable communities, fostering local distinctiveness and protecting our heritage

4.2 The Government believes that the Core Strategy has a role in the ‘place shaping’ of an area. This involves helping to deliver improved services, and access to these services, to make life better for residents, or to ensure continued sustainability of a good quality of life that everybody can enjoy.

4.3 The Council’s Sustainable Development Strategy states that ‘sustainable development is about enabling local people to take decisions affecting their communities to satisfy their basic needs and enjoy a better quality of life for the present by integrating environmental, social and economic wellbeing but without compromising the quality of life of future generations’.

4.4 It is recognised that some of the neighbourhoods in the District would benefit from improvement. In some parts of the District rapid growth has not been matched by supporting services and facilities. Clay Cross, in particular, has suffered, although it is now hoped that important development proposals for the town centre will help to address this. In delivering sustainable neighbourhoods and communities it is suggested that the following ingredients are required:

A mix of land uses that work together to provide for activities that strengthen social integration and community life. To achieve this it will be necessary to encourage a range of public facilities and commercial activities, where relevant, in the District’s towns and villages.

A sufficient number and mix of people to produce a sense of belonging and vitality as well as support the range of services provided. This will enable the creation of inclusive communities that cater for a range of needs.

Provision of facilities for people to meet and interact through the creation of interconnecting public spaces that can help bring people together. This could mean putting the pedestrian first and ensuring that there are opportunities for walking and other modes of non car travel. However this does not mean abandoning the car, but rather encouraging a reduction in unnecessary car journeys by ensuring that many daily needs are within walking distance or served by good public transport.

Highlighting local character and sense of place to give the area local identity. Many areas of the District contain evidence of their historical legacy, whether it be the old mining areas to the east or the traditional stone built villages to the west. The character of the buildings and their surrounding landscape all contribute to the District’s identity. These elements need to be respected as they are key assets in helping to shape local communities and contribute to the places where people live and will want to live in future.

4.5 Central to this process must be the promotion of sustainable development - seeking to integrate environmental, economic and social aspirations. All development proposals should contribute towards the delivery of sustainable communities. A key role of the Core Strategy will be to ensure that new development is successfully integrated with existing communities and infrastructure. New development can also offer opportunities to provide additional services and facilities.

4.6 Imaginative design can also assist in creating the type of places that people want to live in. It can create a sense of identity and improve local character. The District also has a number of Conservation Areas and important buildings that are protected for their historic and architectural importance which contribute to the character of the area.
What you have told us so far

- Clay Cross, Eckington, Killamarsh and Wingerworth parishes identified a lack of identity and/or infrastructure.
- Local built environment traditions should be respected and the character of towns and villages protected.
- Need to improve road links along the A61 and use urban design to create attractive gateways.
- Need to encourage and develop local shops using local produce.

Issue 2: Tackle the effects of climate change

4.7 Global warming over the past 50 years has been largely man made, caused by an increase of heat trapping gases (such as carbon dioxide and methane) in the atmosphere, mainly as a result of burning coal, gas and oil for energy. If these ‘greenhouse’ gases increase, less heat can escape back into space and the natural greenhouse effect is enhanced by making the earth warmer and changing the global climate. More extreme weather patterns are likely to result and related problems, such as flooding, will have to be dealt with.

4.8 In order to address the issue of climate change we must take action both to mitigate its effects by reducing the emission of the gases that cause it and adapt to changes in our climate. This will require changes to our lifestyle and the way in which we construct our buildings. The government wishes to cut greenhouse gas emissions by 80% of 1990 levels by 2050, so a start has to be made now.

4.9 The Core Strategy can help by including policies both to adapt to and to mitigate the effects of climate change. The Peak District National Park Authority is preparing a Climate Change Action Plan that will cover the western part of the District. Regard should be had to this in preparing policies for this District’s Core Strategy. Some of the measures that can be taken to address climate change are:

Introduce sustainable building techniques

There are national standards set out in the Code for Sustainable Homes for assessing the energy efficiency of buildings using a range of criteria including carbon emissions, water efficiency, materials and waste management. The aim is that all new residential development achieves at least Level 3 of the Code for Sustainable Homes, and that by 2016 Levels 5/6 will be achieved.

Ways to reduce the amount of energy and resources that a development uses include:

- Re-use of existing buildings.
- Retention of rainwater on site.
- Orientation of buildings and trees to maximise solar gain and/or improve shelter.
- Appropriate use of natural slopes and landscaping/tree planting schemes.
- Provision for the storage and collection of waste and recyclable materials.
- Use of passive solar gain, natural lighting and ventilation and grey water recycling in the design of buildings.

Policies could seek high standards of development to address these issues.

Reduce the use of the car

Research shows that the use of the car tends to be habitual and there is little evidence that people weigh up transport options. A car is regarded as a necessity for independence and to access education, employment opportunities, key services and to visit friends and family. Conversely, peoples’ attitude towards public transport is related to the perceived quality of the local transport system, the type and range of different modes and the experience of using it.

Opportunities for reducing car use and increasing the use of other transport modes in the District are considered under Issue 6 below.
Seek renewable energy sources

As well as using renewable energy in the construction of buildings, there may be opportunities to harness wind and water to provide energy or consider biomass techniques. Suitable locations will be identified as the Core Strategy is developed.

Aim to limit waste

The Council provides the public with guidance as to how it can limit waste through recycling. The Core Strategy can help further by ensuring that the design of new development includes recycling facilities.

Aim to reduce flooding

The River Rother has been identified as the watercourse that poses the greatest flood risk in North East Derbyshire. In particular, the Renishaw and Eckington areas have been identified as at risk of flooding from this river. The reason for this flood risk to people and property is a combination of insufficient channel capacity and the fact that the affected properties are generally on low lying land in the river’s natural floodplain.

It is important to remember that the risk of flooding is posed not only by rivers, but also by surface water runoff and the surcharging of sewers during particularly heavy and/or prolonged rainfall. Future development can exacerbate problems of this nature if not carefully designed, by blocking flow paths and increasing the amount and speed of runoff from the site. With changing climate patterns it is expected that storms of this nature will become increasingly common, potentially increasing the risk posed to properties situated close to local streams.

Wherever possible, development should be located in areas identified as being at a low risk of flooding. Developers should be required to demonstrate that their surface water drainage proposals will not increase the risk of flooding and, wherever possible, the use of sustainable drainage techniques should be required. The Council could also require a reduction in run off rates and increased permeability in new development.

Afforestation outside floodplains can also reduce runoff and flood risk if undertaken in a sustainable manner. Deforestation and other significant tree loss should be avoided, especially clear felling.

What you have told us so far

- Encourage the use of energy saving building techniques.
- Encourage renewable energy on new developments.
- Use local building materials.
- Encourage recycling.

Issue 3: Secure the protection of the countryside whilst allowing necessary development

4.10 The District’s attractive countryside is highly valued by both residents and visitors. Lying close to the Peak District National Park, the west of the District in particular is popular with walkers and other users of the countryside. Similarly, the Moss Valley to the north of the District attracts visitors particularly from the Sheffield area.

4.11 Some areas of countryside have special protection such as green belt, Sites of Special Scientific Interest, and Local and National Nature Reserves and wildlife sites.

4.12 Over recent years the Council has successfully contained development by defining Settlement Development Limits (SDLs) around the District’s towns and villages. Over the past three years, an average of 72.5% of new housing has been built on brown field (previously developed) sites. This has ensured that the countryside adjoining the built up areas has been protected. However, this also means that less brown field land is available for the future. It will be necessary to consider if SDLs should be retained and, if so, if they should be redrawn in some areas to allow for additional development. Some changes to the boundaries are likely to be necessary if the District is to find land for housing and supporting services in the future.
4.13 Some parts of the District have been identified as being particularly important for their biodiversity, or variety of plant and wildlife species. The protection and, where necessary, the diversification of these habitats will also need to be borne in mind when considering the location of future development. Just protecting the countryside is not enough. There are areas of dereliction that need tackling to improve the quality of life for all residents.

4.14 A further reason for protecting the countryside is the opportunities it offers for recreation and tourism. The close proximity of our towns and villages to high quality countryside is a very valuable resource. The majority of residents are within walking distance of the countryside and future policies should ensure that this is retained. The Core Strategy should also identify further opportunities for linking the built up areas of the District with open countryside to allow further opportunities for recreation.

What you have told us so far

- There is general appreciation of living in a semi rural location.
- There is strong support for the development of brown field land, although it is recognised that green field sites could be used to deliver affordable homes. However the majority of respondents think that green field sites should not be developed even for affordable housing. Re-using existing sites and building at higher densities is preferred.
- Rural areas are under threat and new employment opportunities have to be exploited. Planning restrictions could be relaxed to allow growth in some of the smaller settlements e.g. Holmewood, Pilsley and Mickley.
- The majority of respondents felt that the green belt should only be used for future development as a last resort.

Accessible Communities

Issue 4: Ensure accessibility for all people

4.15 A safe, efficient, reliable and integrated transport system is essential to the quality of life of the residents of the District. Accessibility depends on where development is located and the quality and choice of transport links available to serve that development. The government believes that a transport network that can meet the challenges of a growing economy and the increasing demand for travel as well as environmental objectives is needed. It also recognises that whilst additional infrastructure will be necessary, simply providing ever more capacity on roads and railways, ports and airports is not the answer in the long term. Coherent transport networks should include:

- a road network which provides a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;
- a rail network which provides a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;
- bus services that are reliable, flexible, convenient and tailored to local needs;
- making walking and cycling a real alternative for local trips.

Development should be located where it is accessible by a choice of transport modes. Focusing development in the main centres would allow maximum use of existing public transport.
4.16 Accessibility has to be tackled at three levels in the District:

- the **strategic** level to allow access to other parts of the East Midlands region, and Sheffield City Region, so that the District can draw on and contribute to the prosperity of the City Region and the Northern Way. Access to jobs and facilities is vital and any focus for housing and employment growth in the District must have regard to bus and rail accessibility and motorway connections.

- the **district** level to ensure that residents can access facilities and job opportunities across the District and

- the **local** level to ensure good access to community facilities such as schools and open spaces and local centres.

Development that is located in the right place can contribute to accessibility by helping to deliver transport improvements.

4.17 The District does have a fairly good public transport network that provides links between the larger centres of Sheffield and Chesterfield and the smaller settlements and rural areas. Obviously areas needing improvement can be identified and Derbyshire County Council’s Bus Strategy includes a number of targets relating to better bus transport for everyone. The only railway station in the District is in Dronfield, giving access to Sheffield and Chesterfield and on to London. Opportunities should be identified to open up this line to other areas of the District through the provision of additional stations.

4.18 The needs of disabled people as pedestrians, public transport users and motorists should be taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments. The County Council’s Disability Strategy identifies what improvements are needed to allow people to reach key services and facilities. It is important to ensure that new facilities are located where they can be accessed by means other than the private car. This will involve making improvements to public transport and public rights of way. This could involve establishing a cycle network to encourage more and safer cycling. This could provide opportunities for cycling to work and school as well as for recreation. Also, the District contains many assets in terms of open space, reservoirs such as Ogston and Linacre and historic villages that could be linked through a network of routes for pedestrians, cyclists and equestrians.

### What you have told us so far

- Respondents believe that the availability of public transport is good in some areas such as Arkwright, North Wingfield, Pilsley and Wingerworth, but insufficient in other areas, such as Heath and Holmewood, Calow and Morton. In Eckington, the walk from the bus station to the health centre is considered too long for elderly people.

- Although respondents from Wingerworth believe that the footpaths in their area have been improved over the last couple of years, respondents from Killamarsh and Morton believe the footpaths in their area are in a bad condition. Respondents from Clay Cross would like to see a footpath link to the Five Pits Trail.

- Young people told us that what they like best about North East Derbyshire are the good bus links to Chesterfield or Sheffield.

- It is considered vital that new developments are serviced by buses.

- More secure bike parking is needed in town centres and new developments.

### Issue 5: Provide transport infrastructure to support growth

4.19 Road improvements could be funded from various sources such as through the County Council’s Local Transport Plan and the government’s proposed Community Infrastructure Levy. Improvement priorities will generally be determined by the specific needs of the District, the scale of growth envisaged and where development is to be located.

4.20 Congestion is an issue on some of the main roads in the District, particularly when there are problems on the M1. Car-based commuting and heavy goods vehicles are significant causes of this congestion. It will be important to ensure that the development of land in the future does not increase congestion and that the road network can cope with additional development. The impact of congestion on the environment, health, safety and the local economy means that viable alternatives to car travel, improvements to the public transport network along with upgrading the road network to relieve congestion should be addressed.
4.21 The majority of off street parking in the District is in Dronfield and Clay Cross. Some members of the public consider that there are insufficient off street parking places in some parts of the District, particularly in the older housing estates and around schools. However, the government advises councils to set maximum levels of parking which should form part of a package of measures to promote sustainable transport choices, reduce the take up of land and enable parking to be fitted into central urban sites.

What you have told us so far

- About a quarter of respondents do not think that there is enough parking in town centres or within residential areas. At the same time, other people believe there should be less parking bays for new houses or near employment sites.
- Respondents are fairly dissatisfied with road and pavement repairs and maintenance.

Issue 6: Reduce the use of the car

4.22 The Government has asked that authorities actively manage the pattern of growth to make the fullest use of public transport, and focus major generators of travel demand in town and district centres and near to major public transport interchanges. This means that new housing and supporting facilities should mainly be located within or close to existing urban areas which are accessible by public transport, walking and cycling. This can be difficult to achieve in some rural areas where development is more dispersed, although future development can be located in identified service centres which would act as focal points for housing, transport and other services. This focused approach should allow better transport provision in the more rural part of the District.

4.23 Traffic movement can be eased by providing more road space to pedestrians, cyclists and public transport. For new commercial and residential developments travel plans can be used to encourage employees, clients and service users to travel by sustainable means such as walking, cycling and public transport.

4.24 The Council could also identify opportunities for providing new routes for pedestrians, cyclists and equestrians. These routes would link the main service centres with surrounding areas.

4.25 Parking policies can also help to promote sustainable transport choices and reduce reliance on the car for work and other journeys. Policies could seek to reduce car parking provision in new development to discourage multi-car households. Car parking provision in town centres could be limited to encourage people to use public transport or cycle or walk. The provision of park and ride facilities could be pursued to reduce congestion.

4.26 The Council will also consider the concept of Home Zones which are widely used elsewhere in Europe. These are residential streets in which the road space is shared between drivers of motor vehicles and other road users, with the wider needs of residents (including pedestrians, cyclists and children) in mind. The aim is to change the way that streets are used and to improve the quality of life in residential streets by making them places for people and not just traffic. They should be designed to make it difficult for cars to travel at more than 10 mph and encourage vitality in residential streets with a high level of social interaction between residents.

What you have told us so far

- When respondents were asked how they felt about the dilemma between improving roads and car parks versus protecting the environment by encouraging non polluting transport means, the slight majority chose the latter option.
- Respondents were also asked what they thought the Council should do to reduce the use of the car. The most preferred answer was ‘to locate new housing development near to existing workplaces and facilities’ followed by ‘promoting mixed use developments’ and ‘locate development near to a bus stop which is served by at least one bus an hour’.
Living Communities

Issue 7: Meet the housing requirement for the District

4.27 The East Midlands Regional Plan requires that at least 7,600 new homes should be provided in the District between 2006 and 2026. If the homes that have been built between April 2006 and March 2008 are subtracted from this figure, a requirement of about 7,000 homes remains. This is an average of about 380 new homes each year.

4.28 The provision of an adequate supply of housing that is well located is essential to achieving the aims of the Core Strategy. The Council is currently carrying out a Strategic Housing Land Availability Assessment (SHLAA) to establish the sites that might reliably come forward for housing development. The results of this assessment should be available in the summer.

4.29 The government requires that Councils should aim to provide 60% of new housing on brown field sites. However this has to be balanced against providing new housing in the right locations. In the last year, 86.5% of all new housing in the District has been built on previously developed land.

4.30 National policy also requires that all land is used efficiently. The Council will encourage building at higher densities where appropriate. Recent guidance indicates a national minimum of 30 dwellings per hectare (dph). Recently 50% of housing in the District was built at densities greater than 30 dph. Housing density will depend on the characteristics of the local area, the site’s location, the proximity of services and public transport and the need to achieve a mix of housing.

4.31 The relationship between new housing and Sheffield City Region is also an important consideration. Residents of new housing that is well linked to the City Region could benefit from the jobs and services that it has to offer.

What you have told us so far

- Respondents have shown support for development along the A61 corridor and in the Clay Cross area.
- Vacant employment land could be re-used for housing.
- Housing should be part of town centre developments.

Issue 8: Deliver a mix of housing to meet identified needs

4.32 The creation of inclusive, mixed communities is one of the Government’s key planning objectives. The mix and type of housing to be provided will be important in achieving this. Particular attention will need to be given to the needs of particular groups such as the elderly, young people and families with children.

4.33 Developers will be encouraged to bring forward sites that offer a range of house types and tenures. On major sites there will be an opportunity to provide a full mix of housing, ranging from small low maintenance homes for single people to family homes with private open space. In particular it will be important to ensure that new homes incorporate good design principles such as the lifetime homes concept, safe homes and building for life.

4.34 There will also be a need to consider the provision of specialist housing such as sites for gypsies and travellers and travelling showmen and sheltered/extra care housing. These sites will need to be effectively integrated as part of mixed and balanced communities.

4.35 Smaller sites could also contribute to the overall mix of a community’s housing stock, particularly in the smaller villages, where they can be easily assimilated into their surroundings.

What you have told us so far

- A range of sizes and types of homes is required, capable of adaptation if necessary.
- Provision for gypsies and travellers should be made adjacent to existing sites.
- Family homes are required.
Issue 9 Address the need for affordable housing

4.36 Affordable housing includes social rented housing and intermediate housing (such as the Homebuy product). It is provided to those people who cannot afford to buy or rent on the open market. It is vital in creating sustainable communities, enabling people to remain in areas where they have grown up.

4.37 The need for affordable housing in the District is recognised, although this need is not evenly distributed throughout the District. The need tends to be greatest where house prices are at their highest, so many of the District’s rural villages are lacking an adequate supply of affordable housing. House prices in the District increased rapidly between 2002 and 2007. Between Summer 2007 and Summer 2008 house prices changed very little, except in respect of flats and maisonettes and to a lesser extent detached properties, which have fallen in value. Prices remain far lower than in the Peak District National Park and this puts pressure on this District’s housing stock. Whilst it is anticipated that house prices will fall during 2009 to reflect national trends, there will still be many local people who cannot access the local housing market. Young people in particular are finding affordability a problem.

4.38 Delivery of affordable housing in the District over the past few years has been slow. Barlow, Brampton, Calow, Heath and Holmewood, Morton, Shirland and Higham, Unstone and Wingerworth have not received any consents for affordable housing, even though there is understood to be a need. The greatest number of affordable homes has been provided in Clay Cross/Danesmoor, Dronfield, Eckington/Renishaw, Killamarsh, North Wingfield and Pilsley. However, many more units are required.

4.39 It has been recommended that 40% of all the housing delivered in the District should be affordable. This is a challenging figure. As well as considering the overall amount of affordable housing it will be important to ensure that the right tenure is delivered. A tenure split of 25% social rented and 15% intermediate has been recommended. The Council intends to carry out further work to establish what is a viable mix of affordable housing.

4.40 The Council’s Affordable Housing Strategy also has an ambitious aim to treble the number of new affordable houses completed each year between 2007 and 2010 from 50 to 150. So far delivery has not met this aim.

4.41 The Core Strategy must therefore identify ways in which the number of affordable housing units might be substantially increased. The following measures could help:

- Lower the threshold at which developers are required to provide affordable housing. At present in the District’s main towns and larger villages, sites of 15 units and above are required to provide an element of affordable housing - this threshold could be reduced.

- Consider allocating medium/large sites for new housing which will mean that developers are more willing to provide a range of house types, including affordable units.

- Consider setting targets for rural affordable housing.

- Consider allocating ‘exception’ sites solely for affordable housing on the edge of some of the District’s rural settlements.

- Continue to work closely with our partners and the Homes and Communities Agency to ensure that maximum use is made of available land and grant funding.

What you have told us so far

- Respondents from Ashover, Barlow, Brackenfield, Clay Cross, Eckington, Holymoorside, Morton, North Wingfield, Pilsley, Wingerworth and Wingfield parishes expressed a need for more affordable housing.

- Respondents from Clay Cross, Danesmoor, Killamarsh and Pilsley parishes requested more Council housing.
Working and Learning Communities

Issue 10: Protect and develop the District’s four town centres as retail/service centres

4.42 There is a relatively low amount of retail and office floor space in the District. At the same time a number of existing units remain empty. This would suggest that, whilst there may be opportunities to encourage further offices and shops to set up in the town centres, this should be carried out in a way that improves viability.

4.43 The Council has produced an Economic Development Strategy for 2008 to 2013, which intends to create ‘a great place to live, work and do business’. One of the Strategy’s key themes is to revitalise the District’s towns and villages. This will involve not only developing the towns but also integrating the District’s villages and rural areas so that they can benefit from the advantages that the towns generate.

4.44 A major opportunity is the redevelopment of Clay Cross with a supermarket and car park, other retail units, a petrol filling station, new affordable housing and an improved road system. This, together with proposals outlined in the Clay Cross Regeneration Framework for the future of the town, should provide an exciting opportunity over the next few years.

4.45 Killamarsh also has an ambitious local action plan focusing on jobs and training, local identity, the physical environment, community safety, young people and transport.

4.46 In Eckington, community involvement has already brought about progress in terms of a business centre and arts and cultural activities.

4.47 Dronfield is home to six of the District’s major employers and therefore securing the future of these businesses is a high priority for the town.

4.48 There may also be an opportunity to provide another supermarket in the north of the District. The location of this should be given careful consideration so that it adds to the retail offer rather than undermining the retail uses that already exist.

What you have told us so far

- Poor retail offer in Clay Cross, Killamarsh and Eckington. Why is Dronfield the most successful town centre?
- Clay Cross could be a major hub.
- Derelict/vacant shops should be re-used as office space.
- There is a lack of facilities in villages and towns including shops. Facilities need to be encouraged and a wider variety offered. Town centres are the heart of the community, they need to be improved.

Issue 11: Offer a range of employment opportunities to establish a sound economic base

4.49 Advanced manufacturing, creative digital industries and business/financial services have been identified as areas where the economy should be developed. The Local Development Framework will need to ensure that sufficient land is available to allow this development to take place.

4.50 Whilst the government requires that councils should provide a good supply of developable employment land, this should not be at any cost and new employment areas should be located close to existing development thereby protecting the surrounding landscape.

4.51 The District contains two strategic sites along the A61 corridor at The Avenue, Wingerworth and the former Biwaters site, Clay Cross. The redevelopment of these brown field sites would not only produce employment opportunities but regenerate and improve despoiled areas of the District. It will be important to ensure that uses that will contribute to the District’s portfolio of employment sites are encouraged onto these sites.
4.52 Many of the District’s employment sites have reached, or are about to reach capacity, and Callywhite Lane, Dronfield, Norwood and Holmewood industrial estates may all benefit from the opportunity to expand. Whilst job density will affect the need for additional employment land, consideration will need to be given as to whether or not these sites should be extended so that future expansion is not frustrated.

4.53 The District includes a small part of the Markham Vale Employment Growth Zone (MEGZ) where there will obviously be job opportunities. There may be further opportunities for employment uses, including warehousing development, close to Junction 29 of the M1 so that maximum use can be made of transport links. There may also be opportunities for some employment growth close to Junction 29A of the M1.

4.54 It is recognised that there is a high rate of out commuting from the District. Whilst this is likely to continue, allowing more local jobs to be provided close to existing residential areas, as well as ensuring that new housing relates well to new employment sites, could help reduce this trend.

4.55 There may also be opportunities to allow modest new office developments close to smaller centres of population. This would allow the development of units for businesses that are just starting up and could also help reduce commuting.

4.56 It will be important to recognise opportunities to develop the rural economy through tourism, specialist shops offering local produce and the provision of overnight accommodation. Some of the District’s villages may need local employment opportunities to make them sustainable.

What you have told us so far
- There is a lack of local jobs. This leads to increased out-commuting. Need to bring employment back into town centres. Employment uses should be encouraged in all settlements of the District.
- High quality jobs are required locally to reduce out-commuting; this will require high quality employment sites.
- Sites close to a good road network could be used to develop the distribution and storage sector.
- Major employment growth and opportunities are expected from the Sheffield City Region.

Issue 12: Allow for the creation of a correctly skilled workforce for the future growth of the local economy

4.57 The creation of a skilled workforce to meet the needs of local employers can help to ensure the success of local businesses. The Local Development Framework can help by ensuring that sufficient school places are available to support new housing development.

What you have told us so far
- Some employers do not employ local people as they do not have the correct skills.
- The local economy needs to be expanded into new high skilled manufacturing and technology based industries. There is a strong engineering base in the local economy. Need to create educational/training links and “pathways” for school leavers so local young people can access good quality jobs.
Safe, Healthy and Active Communities

Issue 13: Tackle anti-social behaviour/fear of crime

4.58 Even though crime levels are low in the District, local people still see tackling crime and anti-social behaviour as a key priority. Although most people feel safe in their neighbourhood, 55% are worried about crime. Additionally, most residents indicate that they have experienced some form of anti-social behaviour, mostly associated with young people. The most police calls for service on anti-social behaviour are made in the Clay Cross North ward.

4.59 It is acknowledged that good planning and design can help reduce the level of criminal activity and anti-social behaviour in a neighbourhood. Inappropriately located and designed new development can result in a higher likelihood of crimes being committed. Safer neighbourhoods can be achieved by:

- Creating places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security;
- Promoting a layout and structure of new development which is locally appropriate and stimulates positive interaction between the buildings, spaces, uses and activities;
- Ensuring that all new developments are designed to make crime difficult to commit by increasing the risk of detection;
- Providing where necessary for well designed security features;
- Providing places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

4.60 The Core Strategy should take this into account and include policies which improve the community’s safety. Such policies could require all new development to incorporate good design that will help to reduce crime and the fear of crime or they could require all new development to take into account the Secured by Design principles.

4.61 The Core Strategy should also take into account the public’s concerns regarding anti social behaviour by young people and promote the creation of facilities for them.

What you have told us so far

- The right design and location of buildings and spaces can help reduce crime.
- Some respondents believe that more visible policing of teens and young adults may make elderly people feel less threatened by younger groups.
- Respondents believe that the Eckington precinct and the area behind the Spar in Wingerworth attract vandalism and anti-social behaviour and should be looked at.
- Litter, dog fouling and unkempt gardens are also considered issues that need addressing.

Issue 14: Improve health and well being

4.62 Although the overall health of people living in North East Derbyshire is better than in England and the East Midlands, poor health is still an issue for the District. There are widespread differences in health levels within the District. Because some areas score very highly in terms of good health, this hides the poorer health situation in other areas. The wards with the highest health deprivation and lowest life expectancy are Grassmoor, North Wingfield and Holmewood and Heath.

4.63 In terms of limiting long term illnesses, rates in the District are particularly high for men, compared to the regional and national rates. Overall Clay Cross North, Heath and Holmewood and Eckington South wards have the highest percentage of people with an illness.

4.64 Lifestyle factors, such as smoking, binge drinking, healthy eating and drug use can also affect health. People in North East Derbyshire are particularly bad at eating healthily, compared to the rest of England. Obesity levels are also a worry.
4.65 It is widely recognised that physical exercise has an effect on health. It follows that there is a strong relationship between physical activity and the environment. Planning and designing the built and natural environment can therefore be powerful tools for improving health and wellbeing.

4.66 Over the last 30 years, there has been a significant decrease in overall physical activity as part of daily routines. Twice as many trips are made in private motorised transport than are made by walking and cycling combined. Three quarters of the Citizens’ Panel members even admit that they never use a cycle. Planning may be able to help, in that the location of different land uses in relation to one another and the amount of development in any given location have a strong impact on how people travel. It is proven that residents of highly walkable neighbourhoods are more active than their counterparts in less walkable neighbourhoods.

4.67 Additionally the quality of the street scene, green spaces, outdoor sport facilities and play spaces has an influence on whether people use them for social activities. There is also a clear link between high quality green space and improved mental health.

4.68 Healthcare facilities and services are very important in providing care for the community. The Council is working with the Primary Care Trust to identify future needs in terms of healthcare facilities and how planning can help with this. Additionally, the Local Development Framework would need to take into account that new residential development would increase the demand for healthcare facilities and services.

4.69 Other ideas from national strategies and guidelines on how planning can benefit health and wellbeing include:

- Co-locating GPs, community nurses, social workers and housing or benefit advisors in one place;
- Managing the proliferation of fast food outlets in particular areas such as near parks or schools;
- Supporting the vision of a more physically active society when deciding upon planning applications for outdoor spaces such as playing fields;
- Mixed-use developments;
- Increased densities;
- Linking new workplaces to walking and cycling networks and ensuring walking and cycling facilities are included within the design of these workplaces;
- Ensuring every new building development must include sports and fitness facilities, such as space for a small gym;
- Supermarkets should have good public transport links to their out of town stores.

4.70 It can be concluded that planning can have an influence on health and wellbeing in many different ways, from protecting sports facilities and play spaces, to creating walkable neighbourhoods, and assisting in the creation of healthcare facilities. Planning for health should therefore be a cross cutting theme throughout the Core Strategy.

What you have told us so far

- The top three factors that respondents believe affect their health are not taking enough exercise, stress and eating too much.
- Respondents have told us that providing health care facilities in accessible locations is important for them.
- Respondents from Holmesfield and Wingerworth felt that GP surgeries in their area are either lacking in total or are oversubscribed due to new housing developments.
**Issue 15: Provide recreation facilities**

4.71 Green spaces, play spaces and sports fields can make an important contribution towards the quality of life in urban and rural areas and add to the vitality and viability of town and village centres. They also provide benefits to the development of children and young people, such as encouraging being healthy, fostering independence and self-esteem and empowering positive behaviour.

4.72 The Local Development Framework should acknowledge the above and protect, improve and create good quality spaces. This could be done through securing contributions from developers, as well as encouraging good quality green and amenity spaces within the design of a development.

4.73 The highest deficit of children’s play spaces exists in Killamarsh East, Gosforth Valley, Dronfield Woodhouse and Shirland wards. It is therefore particularly important to provide more play spaces in these wards. There is also a need to improve the quality of some existing play spaces.

4.74 Disturbance by youths is considered to be an issue by local communities. Evidence shows that positive activities benefit young people, as well as the community. However, outdoor youth facilities are highly deficient within the District, particularly in Killamarsh East and West, Eckington North and Dronfield Woodhouse wards. It is therefore particularly important to provide more facilities in these wards. Even though detailed policies about young people and youth facilities are more appropriate for inclusion in a more detailed document, the Core Strategy can positively support activities for young people, which benefit the entire community.

4.75 In respect of outdoor sport facilities, the highest deficits are within Killamarsh West, Clay Cross South, Shirland and Dronfield South wards. It is therefore particularly important to provide more facilities in these wards. There are a number of school playing fields that are currently only accessible by the school. If these schools could enter into a dual use agreement, making the fields publicly accessible outside of school hours, this would significantly increase the amount of sport provision.

4.76 The highest deficit of green spaces occurs in Tupton, Dronfield Woodhouse and Renishaw wards. (However, district-wide, the majority of Citizens’ Panel members are fairly satisfied with the amount of green spaces in their local area. The majority of Citizens’ Panel members are also satisfied with the quality of the green spaces.)

4.77 In 2006, 34% of Citizens’ Panel members indicated that there are not enough indoor facilities in the District. However, when using Sport England’s Sport Facility Calculator, it indicates that there is a surplus of sports halls and swimming pools, currently and up to 2025. In terms of health and fitness stations, a deficit has been identified for now and up to 2025, through using the Fitness Industry Association rates.

4.78 Allotments, golf courses and specialist and large scale recreational activities can also be important to people’s lives and bring a number of benefits, such as health and enjoyment.

**What you have told us so far**

- Young people mostly want a place where they can relax with their friends.
- In general, respondents believe that green spaces and recreation facilities are of poor quality and need to be improved. It is sometimes felt that this is even more important than providing new facilities.
- Youth facilities are lacking.
- The best location for a youth facility is believed to be within the built up area, overlooked by houses, but with a buffer zone of amenity planting, cycleway or footpaths, to provide a degree of separation.
5. Spatial Options

5.1 The Council needs to find land for about 7,000 new homes over the next 15 to 20 years. In addition it will be important to ensure that land is set aside for employment and supporting services.

5.2 The Council has identified four spatial options for development to address the issues set out above. No detail of which areas of land might be developed is shown at this stage, only broad locations. Details of which sites could be made available will take place when the Allocations Development Plan Document (another Local Development Framework document) is prepared. Also, no assumptions have been made about the density of development, although it should be borne in mind that building at higher densities will reduce land requirements. Each option would have a different impact for the future of the District and therefore the main implications of each are set out.

5.3 The District contains two Strategic Sites that are included within each option. These are the former Biwaters and Avenue sites that offer opportunities for mixed use development comprising employment, housing, open space and supporting services. The regeneration of these important sites is considered vital to the future of the District.

5.4 The four main options are listed below. For maps and more detailed information, please see pages 19 to 22.

- **Spatial Option 1**: Direct the majority of new development to the four main towns of Clay Cross, Dronfield, Eckington and Killamarsh.

- **Spatial Option 2**: Direct the majority of development to the four main towns and the six larger villages of Grassmoor, Holmewood, North Wingfield, Pilsley, Tupton and Wingerworth.

- **Spatial Option 3**: Direct development to the four main towns, the six larger villages and smaller centres with sufficient services to support additional growth.

- **Spatial Option 4**: Development focused on the A61 and A6175 corridors but still allowing some development elsewhere to meet the needs of the population.
Spatial Option 1:

Direct the majority of new development to the four main towns of Clay Cross, Dronfield, Eckington and Killamarsh.

This would involve making maximum use of available sites within the built up areas of the four main settlements in the District and allowing limited development elsewhere. However it is estimated that developing these sites would not meet the housing requirement for the District and therefore it would be necessary to build on areas of the green belt. Clay Cross may be most able to accept additional development as it is not constrained by the green belt and housing is likely to form part of the redevelopment of the Biwaters site.

Advantages

- Allows use of existing services and will provide additional facilities in the District’s four main towns.
- Public transport investment could be focused on connections between these settlements and larger centres.
- Allows for affordable housing on large mixed-use sites.
- Ensures the protection of the District’s more sensitive villages.
- Fosters economic links with Sheffield City Region.

Disadvantages

- Smaller settlements could start to decline due to lack of investment.
- The larger villages in the District may not be able to continue to support a range of services.
- Potential development of the green belt.
- Substantial development in the Eckington/ Renishaw areas may increase flood risk.
Spatial Option 2:

Direct the majority of development to the four main towns and the six larger villages of Grassmoor, Holmewood, North Wingfield, Pilsley, Tupton and Wingerworth

The Council considers that this Option could provide almost enough land for development within and adjacent to existing built up areas. Whilst it would still be necessary to build on open countryside, this could take place on land outside the green belt.

Advantages

- Allows use of existing services and will provide additional services in the District’s main settlements.
- Development could help the regeneration of some of the villages, particularly those in the east.
- Public transport investment could be focused on connections between these settlements and larger centres.
- Allows provision of affordable housing on large mixed-use sites.
- Fosters economic links with Sheffield City Region.
- Ensures the protection of the District’s more sensitive villages.
- Reduces the impact on the District’s green belt.

Disadvantages

- The smaller settlements could start to decline due to lack of investment.
- There would be pressure on the road network, particularly between Wingerworth and Chesterfield.
Spatial Option 3

Direct development to the four main towns, the six larger villages and smaller centres with sufficient services to support additional growth

By allowing some growth in the District’s villages it is considered that it would be possible to provide sufficient land for the required development without having to resort to building on the green belt.

**Advantages**

- Allows use of existing services and will provide additional services in the District’s main settlements.
- Public transport investment could be focused on connections between these settlements and larger centres.
- Allows provision of affordable housing on both large mixed-use sites and adjacent to villages.
- Fosters economic links with Sheffield City Region.
- Helps to secure future service provision in the majority of the District’s towns and villages.
- Minimises the impact on the District’s green belt.
- Development could help the regeneration of some of the villages, particularly those in the east.

**Disadvantages**

- Development in the smaller centres could result in increased use of the car.
- The development of a number of smaller sites could make it more difficult to secure developer contributions towards social infrastructure.
Spatial Option 4:

Development focused on the A61 and A6175 corridors but still allowing some development elsewhere to meet the needs of the population

Development concentrated on the south east of the District would be regeneration led. Development would be focussed on Clay Cross, Tupton, Wingerworth, North Wingfield and Heath and Holmewood. It would be driven by the redevelopment of Clay Cross town centre and the strategic Avenue and former Biwaters sites. It would also capitalise on the employment opportunities offered by the Markham Vale Growth Zone (MEGZ) development on the boundary with Bolsover and Chesterfield districts. There could also be opportunities to provide more housing in settlements along the A632 to support the MEGZ development. This Option would require substantial improvements to the road network to allow easy access to and from the M1 and relieve the A61. These improvements would have to be secured through agreements with the developers of the major sites.

Advantages
- Concentrated in the south of the District so less pressure on the green belt.
- Secures regeneration of the south and east of District.
- Good access to the M1, provided local road improvements are implemented.
- Easy access to employment at MEGZ site.
- May justify need for a rail station at Clay Cross.

Disadvantages
- Limited growth elsewhere may threaten services particularly in the west.
- It is dependent upon the provision of considerable infrastructure improvements.
6. Conclusion

6.1 This document is placed on deposit for a consultation period of 8 weeks from Thursday 30 April 2009 to Thursday 25 June 2009. This is in accordance with the Council’s Statement of Community Involvement (adopted March 2007).

6.2 The Council would very much like to receive your comments on the Issues and Options put forward in this document. This can either be through completing the questionnaire included with this report and with the summary leaflet or through our website.

6.3 Once we have considered the views of the public and our partners we will be in the position to select the Preferred Strategy for the District. It is hoped that this can be published later this year.
Glossary

Arms Length Management Organisation - An Arms Length Management Organisation (ALMO) is a company set up by a local authority to manage and improve all or part of its housing stock. The company is owned by the local authority and operates under the terms of a management agreement between the authority and the ALMO. An ALMO is managed by a board of directors which includes tenants, local authority nominees and independent members.

Biomass - Biomass as a renewable energy source refers to plant matter that can be used to generate electricity or biodegradable waste that can be used as fuel.

'Brown field' sites - A brown field site is defined as "previously developed land" that has the potential for being redeveloped. It is often (but not always) land that has been used for industrial and commercial purposes and is now derelict and possibly contaminated.

Building for Life - Building for Life is the national standard for well-designed homes and neighbourhoods. A Building for Life assessment scores the design quality of planned or completed housing developments against 20 criteria.

Built up area - land within existing towns and villages.

CHART - Chesterfield Area Regeneration Team Local Strategic Partnership is an established partnership between the public, private, community and voluntary sectors.

Citizens' Panel - The Citizens' Panel comprises 1,000 local residents who provide the Council with feedback on services through a questionnaire.

Code for Sustainable Homes - The Code for Sustainable Homes has been introduced by the government to drive a step change in sustainable home building practice. It is a standard for key elements of design and construction which affect the sustainability of a new home.

Community Infrastructure Levy (CIL) - The CIL will allow local authorities to raise money to fund infrastructure within their areas.

Core Strategy - The Core Strategy sets out the key elements of the planning framework for the area. It comprises a spatial vision and strategic objectives, with strategic core policies to identify broad locations for future developments and other areas of restraint. It will also include a monitoring and implementation framework. The other Development Plan Documents must be in conformity with this Core Strategy.

Green Belt - land which has been specifically designated for long-term protection from development. This is different from greenfield land, which has not got special protection. In this area the Green Belt aims to stop our towns and villages and Sheffield and Chesterfield from merging into each other.

'Green field' sites - A green field site is land that has not been previously developed.

Green Space - formal parks and village greens and grassed areas within housing estates.

Grey water recycling - Grey water is recycled water that comes from used water in the home (such as bath water).

Homebuy - The government’s Homebuy scheme enables social tenants, key workers and first time buyers to buy a share of a home and get a first step on the housing ladder.

Homes and Communities Agency - This is the national housing and regeneration agency for England.
Intermediate housing - Intermediate housing is submarket housing which is above target rents but below open market levels. This includes various forms of shared ownership, key workers housing and sub market rent provision.

Lifetime Homes - Lifetime homes have 16 design features that ensure a new house or flat will meet the needs of most households. The emphasis is on adaptability and design features that make the home flexible enough to meet whatever comes along in life.

Local Development Framework (LDF) - Under the Planning Act 2004, the Council is responsible for setting out its planning policies in a LDF. In broad terms it is a local framework setting out the location and design of new development (businesses, homes etc) whilst protecting the natural and built environment.

Local Plan - The North East Derbyshire Local Plan sets out the Council’s policies and proposals to guide the way long-term development takes place in the District.

Local Strategic Partnership (LSP) - LSPs are seen by Government as key bodies in achieving the aims set out in "A New Commitment to Neighbourhood Renewal" a document published in 2001 as part of the modernising government agenda. They bring together organisations from the public, private, community and voluntary sectors within a local authority area with the objective of improving peoples’ quality of life.

Local Transport Plan (LTP) - This is statutory document prepared under the Transport Act 2000. It is a 5 year strategy for the management, maintenance, development and monitoring of the County’s transport system.

Markham Vale Employment Growth Zone - This is a regeneration scheme that will create an 85 hectare business and industrial park in a former coalfield area 5 miles north east of Chesterfield.

Northern Way - This initiative brings together the cities and regions of the north of England to work together to improve the sustainable development of the north of the country.

Planning Policy Statement (PPS) - PPSs are guidance documents which set out national planning policy.

Regional Spatial Strategy (RSS) - The RSS provides a regional level planning framework for the regions of England. They emerged from the Planning and Compulsory Purchase Act 2004. RSSs are prepared by the relevant Regional Planning Body (RPB), in the form of the Regional Assembly, and are then submitted to the Secretary of State.

Secured By Design - This is the official UK police flagship initiative supporting the principle of designing out crime.

Sheffield City Region (SCR) - The SCR includes the four local authorities in South Yorkshire, as well as five district councils in Nottinghamshire and Derbyshire, two county councils and the Peak District National Park Authority. The members are committed to accelerating the economic output of the area.

Site of Special Scientific Interest (SSSI) - SSSIs are the best sites for wildlife and geological features in England as designated under the Wildlife and Countrysides Act 1981.

Strategic Housing Land Availability Assessment (SHLAA) - The SHLAA is a technical study local authorities and their partners must carry out on the assessment of land availability for housing, over a 15 year period. SHLAA does not allocate land for development but merely undertakes a technical exercise on the availability of land in the District providing information on the opportunities that exist to meet the housing need.

Sustainable Community Strategy (SCS) - The SCS is drawn up by the Local Strategic Partnership (LSP) and demonstrates how local organisations and agencies can work together to improve the economic, social and environmental well-being of an area.

Sustainable Development - Sustainable development is development that ensures social progress that recognises the needs of everyone, protects the environment, makes prudent use of natural resources and maintains high and stable levels of economic growth and employment.

Sustainable Drainage Techniques - This is an approach to managing rainfall in development. It allows natural drainage to function in the landscape surrounding development.
Here is your chance to comment on issues and options for the District

(Please continue on a separate sheet of paper if you wish)

The Vision for North East Derbyshire District will reflect the aspirations of local residents and our partners. It will provide a picture of how the District will develop over the next 20 years.

What would you like to see included in a Vision for the District?

Do you consider all of the issues raised in the list of ‘Big Issues’ to be important for the District? NO

Do you feel that we have failed to address any important planning issues for the District?

Option (Please tick a box on each option)

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Is there any other **Option** that could better meet the needs of the District?

The Core Strategy will include a Strategic Site at the Avenue near Wingerworth that is vital to the future of the District. It is considered important to get the mix of uses on this site right.

Do you think that it is important for this site to provide mainly new housing or employment uses?

**THANK YOU!** Please return your comments in the pre-paid envelope provided by **Friday 26th June 2009**.

**It would be helpful to have your details to keep you informed:**

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If you have any concerns or queries regarding this please do not hesitate to get in touch.

**Phone us:** 01246 217169/70

**Write to us:** Forward Planning, NEDDC, Council House, Saltergate, Chesterfield, S40 1LF

**Or email:** [LDFteam@ne-derbyshire.gov.uk](mailto:LDFteam@ne-derbyshire.gov.uk)