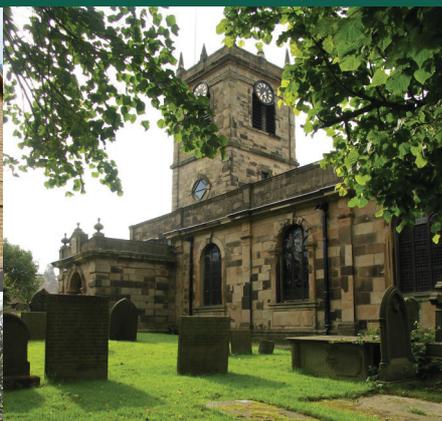


High Peak Local Plan Adopted

April 2016

Shaping the future



High Peak Borough Council
working for our community

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1 Introduction

1.1 The High Peak Local Plan has been produced by the Borough Council. The Plan builds on the earlier options consultation held during September and October 2012, the Preferred Option Consultation held in February and March 2013 and the Additional Consultation held in December 2013 to February 2014. It contains policies and identifies sites for development⁽ⁱ⁾ or protection.

1.2 Local Plans are seen by Government as key to delivering sustainable development. They should, as far as possible, reflect the aspirations of local communities and should strive to contribute towards their wider social, economic and environmental objectives. The High Peak Local Plan also needs to be consistent with the Government's planning principles and policies as set out in the National Planning Policy Framework⁽ⁱⁱ⁾, see section 1.17.

1.3 To meet these objectives, this submission document covers a wide range of issues, including:

- **Housing** - setting the scale, distribution and mix of housing to be developed to support a changing population, identifying sufficient land to meet requirements and supporting policies
- **Business** - supporting the economy by providing sites for existing and new businesses, supporting the sustainability of town centres and specifying policies that address changing business needs
- **Environment** - helping to mitigate climate change and adapt to its effects and conserving the natural and historic environment
- **Health and well being** - supporting the needs of local people by enabling opportunities for leisure and recreation
- **Infrastructure** - enabling the provision of new infrastructure such as education, transport, health care and water supplies

1.4 The Plan is accompanied by a Sustainability Appraisal Report, (which incorporates an Equalities Impact Assessment), a Habitat Regulations Assessment Report and Policies Maps.

1.5 The accompanying Policies Maps show the sites identified for development in this Local Plan and illustrates the implications of policies such as town centre boundaries - also by showing their location on the map.

Background

1.6 Preparation of the High Peak Local Plan builds on previous work undertaken in partnership with Derbyshire Dales District Council to prepare a Joint Core Strategy. Progress on this joint strategy has now ceased. In its place, High Peak Borough Council has prepared this Local Plan.

1.7 Initial consultation on options for the new High Peak Local Plan took place over a six week period in September and October 2012, the Preferred Option In February 2013 and the Additional consultation in December 2013 and the Submission Plan April 2014.

i outside the Peak District National Park

ii www.communities.gov.uk/publications/planningandbuilding/nppf

1.8 Reports of the consultation feedback received by the Council are available on the Borough Council web-site. This feedback and other evidence was used as a basis for the preparation of the Local Plan.

The Development Plan in the High Peak

1.9 The Development Plan comprises of those adopted statutory planning documents which set out the policies and proposals for the development and use of land and buildings in the authority's area. Decisions on planning applications are required to be made in accordance with the policies in the Development Plan unless material considerations indicate otherwise. The material considerations could include national planning policy or significant local issues that have arisen since the Development Plan was prepared.

1.10 The Development Plan for High Peak Borough consists of the following, along with made Neighbourhood Plans:

High Peak Local Plan

1.11 The High Peak Local Plan sets out the development strategy, strategic and development management policies and land designations for the parts of High Peak that lie outside of the Peak District National Park. The 'saved policies' in the adopted Local Plan (March 2005) form part of the Development Plan until such time as they are replaced by the policies in this Local Plan for the period 2011 to 2031 (Map 1). The Local Plan relates to a wide range of planning issues including; housing, business, the environment, health and well being, infrastructure and design. Dependant on the location and type of development, other Development Plans in High Peak Borough may be applicable during the determination of planning applications.

Peak District National Park

1.12 The Peak District National Park Authority is the planning authority with responsibility for plans and proposals within the National Park. The Peak District National Park Core Strategy was adopted in 2011. It provides the spatial strategy and strategic policies for the National Park up to the year 2026. A Development Management Policies Development Plan Document for the Peak District National Park is under preparation.

1.13 Development proposals within the High Peak Local Plan area must also have regard to the National Park. High Peak Borough Council has a duty to have regard to the purposes of the National Park as specified in the Environment Act 1995, namely;

(i) to conserve and enhance the natural beauty, wildlife and cultural heritage of the national parks; and

(ii) to promote opportunities for the understanding and enjoyment of the special qualities [of the parks] by the public.

1.14 Accordingly, the vision, objectives, spatial strategy, and policies of the High Peak Local Plan support the purposes of the National Park. In particular, policies of the High Peak Local Plan require proposals in the plan area to protect the setting and character of the National Park.

Waste and Minerals

1.15 Derbyshire County Council and Derby City County are responsible for waste and minerals plan preparation in Derbyshire, excluding the Peak District National Park. Waste and minerals planning applications in High Peak (excluding the Peak District National Park) are determined by Derbyshire County Council.

1.16 As such, within the High Peak Local Plan area the issue of minerals is covered by the Derby and Derbyshire Minerals Plan (adopted April 2000 and amended November 2002). The issue of waste is contained in the Derby and Derbyshire Waste Plan (adopted March 2005). The 'saved policies' in those two plans also form part of the development plan for High Peak. They include saved policies relating to Minerals Consultation Areas (MCA's) and procedures to ensure that the County Council is consulted on non-minerals development in those areas. These policies should be taken into account during the consideration of development proposals. In addition, there are policies in the adopted Minerals Local Plan covering minerals safeguarding and prior extraction which may also be applicable to non-minerals applications in High Peak.

1.17 In due course the new Derbyshire and Derby Minerals local Plan will review the Mineral Safeguarding Areas (MSAs) and Mineral Consultation Areas (MCAs) to prevent the unnecessary sterilisation of surface mineral resources in the Plan area. This is likely to include mineral resources within High Peak.

1.18 Within the defined MSAs and MCAs, defined by the Derbyshire and Derby Minerals Local Plan the presence of the mineral resource will be considered by High Peak Borough Council in development management processes. National Planning Policy requires Authorities to ensure that minerals of local and national importance are not needlessly sterilised by non-mineral development. It also requires the prior extraction of minerals to be considered in these areas where practicable and feasible, if it is necessary for non-mineral development to take place. In the Derbyshire County Council area decisions will take into account the policies of the Derbyshire and Derby Minerals Local Plan. The revised MSAs and MCAs once adopted by the Derbyshire and Derby Minerals Local Plan will be illustrated on the Policies Map accompanying the High Peak Local Plan.

1.19 In addition, consideration will be given to the policy and advice set out in the National Planning Policy Framework and the National Planning Practice Guide. This includes the need to safeguard existing, planned and potential minerals storage, handling and transport sites to ensure that sites for these purposes are available should they be needed and prevent sensitive or inappropriate development that would conflict with the use of sites identified for these purposes. The Borough Council is working with Derbyshire County Council to develop a joint approach to identify and safeguard such sites.

Neighbourhood Planning

1.20 Neighbourhood planning⁽ⁱⁱⁱ⁾ enables members of a local community to take forward planning proposals for the area in which they live. Neighbourhood Plans are voluntary local planning policy documents that are written and developed by a community, usually led by a town or parish council. In areas without a town or parish council, a Neighbourhood Forum can be established to prepare a plan.

iii www.highpeak.gov.uk/hp/council-services/local-development/neighbourhood-planning

1.21 Once a neighbourhood plan is adopted, it will form part of the Development Plan for High Peak. This means that it will become a major consideration during the determination of planning applications.

1.22 Neighbourhood plans prepared in High Peak should be compliant with the strategic policies of the Local Plan and the National Planning Policy Framework. Strategic policies are those which are essential to delivering the overall planning and development strategy for the High Peak, such as those that set out the number of homes that should be built. Neighbourhood Plans cannot therefore plan for less development than is required by the Local Plan. However, they may be used to identify sites for development or protection, or provide guidance on matters such as design.

In the Parish of Chapel-en-le-Frith, a Neighbourhood Plan has been made. The Chapel-en-le-Frith Neighbourhood Development Plan identifies sites for development and addresses other issues including countryside, infrastructure and transport. As a result, this High Peak Local Plan document does not include development site allocations in Chapel-en-le-Frith Parish.

Development sites identified in the Neighbourhood Plan are consistent with the development approach and strategy in the High Peak Local Plan and in particular with the strategy for the Central Area - of which Chapel-en-le-Frith Parish is a part. This requirement for strategic conformity will apply to any future Neighbourhood Plans prepared in the High Peak.

Whaley Bridge Town Council are also at the early stages of preparing a Neighbourhood Plan which will cover the whole of the parish including Furness Vale. The Neighbourhood Area was designated on 25 October 2013.

Duty to Co-operate

1.23 Many social, environmental and economic issues can only be effectively addressed at a larger than local scale. This is because people and businesses do not confine their activities to one council area - for example, employees may live in one area and work in another; and a retail development may attract customers from across a wide catchment area. Similarly from an environmental perspective - surface water run-off in one location may present a flooding hazard to communities further 'downstream'; and water and air pollution may have a damaging impact on environmental assets some distance away.

1.24 In order to address such strategic planning issues in the absence of a regional planning function, Section 110 of the Localism Act set out a new "duty to co-operate". This duty applies to all local planning authorities in England and to a number of other public bodies. The new duty:

- relates to sustainable development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council;
- requires that councils set out planning policies to address such issues;
- requires that councils and public bodies "engage constructively, actively and on an ongoing basis' to develop strategic policies;
- requires councils to consider joint approaches to plan making.

1.25 Paragraph 156 of the National Planning Policy Framework (NPPF) sets out the strategic issues where co-operation might be appropriate. Paragraph 179 of the NPPF requires councils to work together to address strategic priorities across boundaries and development requirements which cannot be wholly met within their own areas.

1.26 In order to satisfy the duty to co-operate, High Peak Borough Council has involved neighbouring authorities, along with Derbyshire County Council, and will continue to involve neighbouring authorities and other public bodies in order to implement the High Peak Local Plan. Discussions and meetings have been held with relevant public bodies under the duty to cooperate on strategic and cross boundary issues. Detail of these can be found in the Duty to Cooperate Statement which accompanies this plan.

National Planning Policy Framework

1.27 The Government published the National Planning Policy Framework (NPPF) in March 2012.^(iv) It replaced most of the previously existing national planning policy guidance and became effective immediately. NPPF policies are now material considerations to be taken into account in both decision taking and plan making. Policies in emerging plans will also be material considerations in planning decisions. The more closely a policy accords with the NPPF, the greater the weight to be accorded it.

1.28 The Framework aims to simplify planning policy with a view to promoting economic and housing growth and to ensure that decisions are made on the basis that there is a presumption in favour of sustainable development.

1.29 The new Planning Policy Guidance (PPG) which accompanies and elaborates on the NPPF, is also a material consideration in planning decisions.

Supporting documents

1.30 The Plan is supported by a number of other documents that have helped to shape the options. They include:

- **Derbyshire Dales and High Peak Housing Target Options Paper(December 2011)** - background document considering potential housing targets in relation to household and population growth projections, housing need and land supply, the economy and environment, infrastructure and policy objectives.
- **Strategic Housing Land Availability Assessment 2009 & 2014** - an assessment of the availability of potential housing sites.
- **The 2008 Peak Sub Region Strategic Housing Market Assessment (SHMA)** - identifies key issues and solutions to housing in the area.
- **The 2014 Strategic Housing Market Assessment (SHMA)** - updates the 2008 study. Includes updates in April & August 2014 and May 2015.
- **Strategic Housing Needs Survey** - provides information about affordable housing needs at the sub-regional and local authority level, and for urban and rural sub-areas.

iv <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

- **Affordable Housing Viability Assessment (January 2010)** - an assessment of the viability of affordable housing provision in the High Peak.
- **Sustainability Appraisal (SA) Scoping Report Update (September 2012), SA for Preferred Options (February 2013), SA for Additional Consultation (December 2013), SA for Submission Version (April 2014), Equality Impact Assessment (April 2014), SA (final) for Submission Version (August 2014) SA of Main Modifications (December 2015)** - appraisal of the sustainability of the Plan.
- **Habitat Regulations Assessment: Preferred Options HRA (February 2013), Submission Version HRA (March 2014), Addendum to Submission Version HRA (August 2014)** - to determine whether the draft plan could have significant effects on the conservation objectives of any European protected nature conservation site.
- **2012 Infrastructure appraisals** - overview of infrastructure issues and potential needs in each sub-area.
- **Duty to Cooperate Statements (April, August & September 2014)** Details how the Council met its obligations under the Duty to Cooperate
- **Household and population forecasts** - projections of population growth and household formation in High Peak and each of its component sub-areas.
- **2009 Peak Sub-Region Employment Land Review** - assessment of long term business needs, land requirements and employment land designations.
- **2013 Employment Land Review and Employment Land Review Update 2014** - updates the site assessments of the 2009 study
- **2014 Objective Assessment of Employment Land Need** - updates that employment land requirements of the 2009 Employment Land Review.
- **2009 Peak Sub-Region Retail and Town Centre Study** - assessment of shopping patterns and long terms needs.
- **2013 Quantitative Retail Study Update and 2014 Addendum** - updates retail requirements specified in the 2009 study
- **Peak Sub-Region Strategic Flood Risk Assessment (2008) & High Peak Viability Assessment Level 2 SFRA (July 2014)** - to provide information and advice about flood risk to contribute to assessment of options for land allocation.
- **Peak Sub-Region Open Space, Sport and Recreation Study (February/April 2009 & May 2011)** - an assessment of the existing and future needs for open space, sports and recreational facilities.
- **Peak Sub-Region Climate Change study (July 2009)** - focusing on the capacity and potential for renewable and low carbon technologies.
- **Plan and Site Viability Study (April 2014)** - an assessment of the viability of the whole plan and sites
- **Landscape impact assessment (January 2014 & July & August 2014 updates)** - considers the sensitivity and capacity of the Borough's countryside to accommodate development and to consider the impact of proposed levels of High Peak housing supply and distribution on the Peak District National Park. The study also considers whether the Green Belt boundary is appropriate.
- **High Peak Local Plan Transport Study (July 2014)** - provides an assessment of the cumulative impact of planned development of the highways network and identifies suitable mitigation measures.

1 Introduction

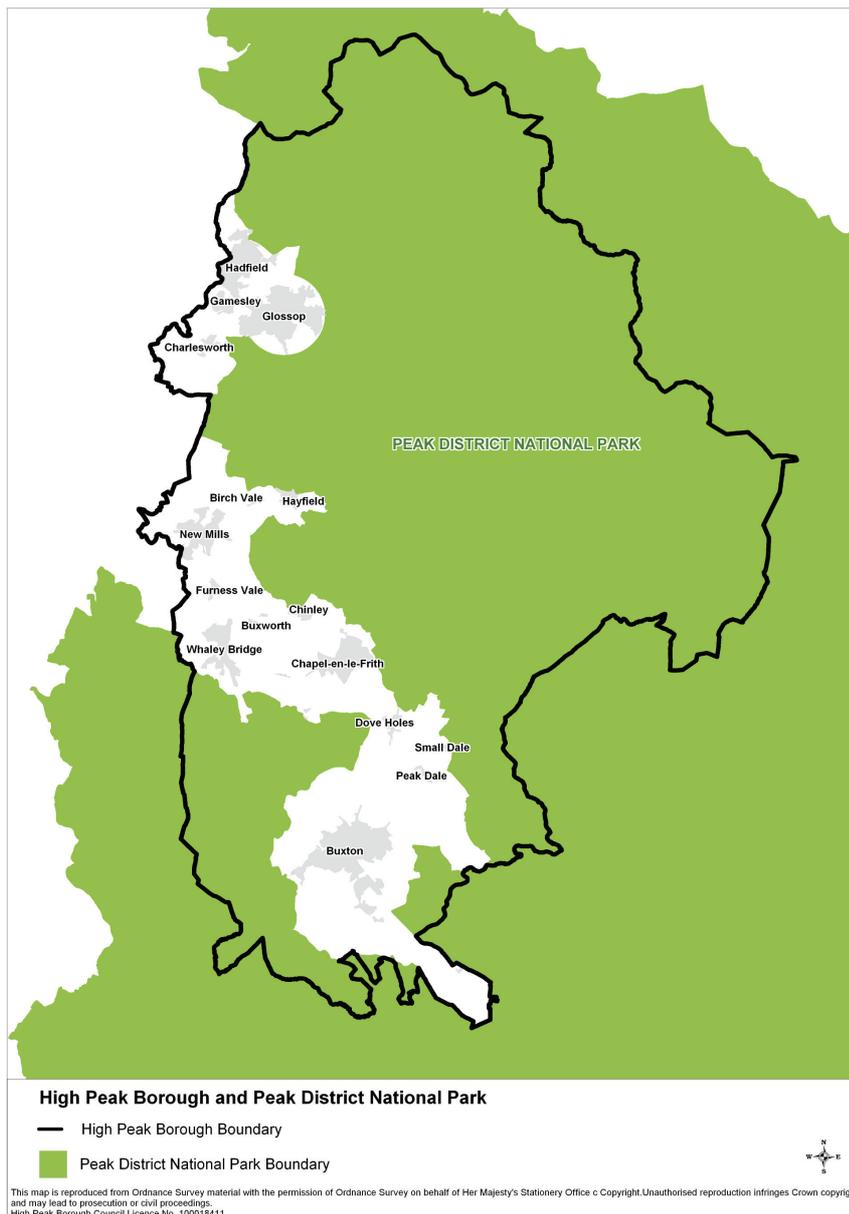
- **A6 Corridor Study (August 2014)** - identifies long term transport demands along the A6 corridor (highways, public transport and freight) in High Peak and the neighbouring authorities of Cheshire East and Stockport and recommended a mitigation strategy
- **Community Infrastructure Levy Study (May 2013)** - considers the scope for a levy in High Peak.
- **Derbyshire Gypsy and Travellers Accommodation Assessment 2009 & The Derby, Derbyshire, Peak National park & East Staffordshire Gypsy & Traveller Accommodation Assessment 2014** - an assessment of needs of gypsy, travellers and travelling showpeople.

1.31 These documents are available to read at Council offices and on the Local Plan evidence base website at:

<http://www.highpeak.gov.uk/hp/council-services/local-development-framework/evidence-base>

2.1 The High Peak Local Plan covers land on the edge of the Peak District National Park and is home to approximately 83,000 people who live primarily in the main market towns of Glossop, New Mills, Whaley Bridge, Chapel-en-le-Frith and Buxton.

Map 1 High Peak Local Plan area and Peak District National Park



2.2 Glossop is the largest town in the High Peak and is a former mill town. It lies within close proximity to Greater Manchester and also comprises the distinct settlements of Hadfield, Tintwistle, Simmondley, Charlesworth and Gamesley. It is a gateway to the National Park and due to the proximity of several national trails attracts many visitors. This area grew as a result of the 19th century textile industry in Derbyshire, and as such much of the area is characterised by rows of workers cottages and industrial mills spreading from an historic core and high street, which is home to a diverse range of independent retailers and an indoor and outdoor market. This has

2 Key characteristics and issues

been supported through the heritage led public realm improvements sought through the Glossop Townscape Heritage Initiative. Continued consideration of design and investment in the town centre environment will help to increase trade in Glossop town centre. Congestion on the infrastructure in and around Glossopdale is a major limiting factor in enabling growth and attracting investment to the area.

2.3 Buxton is the largest town centre in the plan area and generally provides a good range of local and national retailer shopping opportunities and services to the local community. A market is also held regularly in the town on the Market Place in Higher Buxton. The town also acts as a key service centre for visitors to the wider Peak District and provides an attractive environment with impressive architecture such as the Crescent, the University of Derby Campus, Pavilion Gardens and the Opera House. The Council's vision is for Buxton to be England's leading spa town. Recent and planned developments such as the University of Derby campus and the conversion of the Crescent to provide a spa hotel will play an important role in the continuing rejuvenation of the town centre. The Buxton Design and Place Making Strategy and Station Road Design Framework Supplementary Planning Documents elaborate further on the development and design aspirations for the town centre.

2.4 The town centres of New Mills, Chapel-en-le-Frith and Whaley Bridge each provide a traditional high street with their character protected by Conservation Areas. Smaller nearby settlements such as Hayfield, Chinley, Furness Vale and Dove Holes also provide some local shops and services.

2.5 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 dramatic Dark Peak landscape to the north with its imposing heather moorlands gives way to the gentle rolling pastures and dales of the White Peak further south. The landscapes of the High Peak are 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.

2.6 The Peak District National Park Authority has a statutory duty to protect the natural beauty, wildlife and cultural heritage of the National Park, as well as promoting the recreation and enjoyment of the countryside within it. These duties are supported by High Peak Borough Council because of the benefits that they bring to the quality of life for residents of, and visitors to, the area.

2.7 The Landscape Character Assessment for Derbyshire published in 2003 identified nine landscape character areas and two landscape character types across High Peak. Each landscape type has its own distinct vegetation, topography, settlement pattern and biodiversity.

2.8 The distinct character of settlements within the High Peak has been shaped primarily by large scale industrial development of the 19th century, agricultural development in the countryside, the mining and quarrying of natural resources and the growth of towns as important centres for tourism. Each settlement has a unique heritage which is exhibited in the architecture, building materials, street pattern and functions of the towns and villages. The quality and distinctiveness of the towns, villages and countryside of the High Peak make an immeasurable contribution to the quality of life for residents and as such many heritage features and parts of the natural environment are protected with special national and international designations. There are 32 conservation areas in the plan area, a total of 398 listed buildings and many scheduled ancient monuments.

2.9 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. The network within the plan area includes 3 historic parks and gardens, 8 sites of special scientific interest, over 960km of public rights of way and 3 sites of international conservation importance such as Special Areas of Conservation and Special Protection Areas.

2.10 The geographical position of High Peak and the close proximity to the major cities such as Manchester and Sheffield put much of the plan area within easy commuting distance of these 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.

2.11 There are six key sectors that account for the majority of employment in the area; Public administration, education and health, distribution, hotels and restaurants, manufacturing and banking. Although the number of people employed in manufacturing has fallen in recent years it still employs more in the area than the national average. 40% of the working age population also commute to work outside the plan area.

2.12 The plan area is home to large numbers of high earning employees who commute longer distances to employment outside of the plan area. Whilst many residents travel less than 2km to work, many of those that work locally are employed on low wages in sectors such as agriculture, and tourism. At the same time house prices in the area remain high and this has had the effect of squeezing local people out of the local housing market.

2.13 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, with the exception of Buxton, 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, 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 a high quality environment.

2.14 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 major economic benefits to the area with over 22 million day visits to the Peak District National Park every year. This makes it the second most visited National Park in the world, although visitor spend in the area remains the lowest in England and Wales. The settlements in the Local 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. (Peak District Sustainable Tourism Strategy, 2000).

2.15 There is a need to diversify the local economy and attract a range of businesses to the area, to improve 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 High Peak is set to grow, the size of the working age population is forecast to decrease and this could exacerbate future recruitment problems (ELR, 2008. Para 9).

2 Key characteristics and issues

2.16 There is a significant amount of employment land in the plan area much of which is dominated by factories, and warehousing premises. Much of the existing supply is not fit to meet the needs of modern businesses or the needs of the potential growth sectors in the area; creative industries, food and drink and tourism. In order to address this situation new employment sites may have to be identified and some of the existing sites redeveloped for other purposes.

2.17 The local housing market in the High Peak 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 the 10 year period between 1995 and 2005, the highest growth was in the 75+ age group which accounted for 22.8% of growth in the High Peak (HMA, Page 51).

2.18 The ageing population and smaller household sizes overall has increased demand for smaller housing units in the plan area. The 2012-based household projections confirmed that household growth will continue over the plan period with an average growth of 262 households annually (High Peak Housing Needs Study 2012-based SNHP Update, 2015). This growth does not reflect any adjustments to address market signals, the affordability of housing or to support the economy.

2.19 Analysis of the first release of 2011 Census data (which includes population data for Derbyshire by age and household data by district) shows that since the last Census in 2001, overall the rate of population growth in Derbyshire was 4.8% whilst the population of High Peak increased by 1.7%.

2.20 Population growth is the biggest driver of household growth. The number of households in Derbyshire at the 2011 Census has increased by 23,700 (7.7%). Across the county household growth varies considerably with South Derbyshire having the largest increase in households (18.2%) and High Peak the lowest (5.0%).

2.21 Whilst public transport links outside of the larger towns are more limited, there are relatively frequent and reliable, direct rail services that operate between High Peak and Manchester which are well used by residents commuting to work. Nevertheless, the Council is committed to working with partners to try and improve railway services for High Peak. In particular, improvements to the frequency and speed of services on the Buxton line would be of benefit to the area by encouraging greater use of rail by local commuters travelling towards Manchester and visitors coming into High Peak. Further consideration will be given to the potential to provide a station at Gamesley and to maximise the benefits to High Peak arising from planned investments to the Hope Valley line.

2.22 Traffic congestion is a significant issue within the market towns and this has the potential to restrict the level of 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.

2.23 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 and Sett Valley Trails 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 National Park. There are clear opportunities to extend the network of walking and cycling routes within the High Peak, particularly between tourism centres such as Buxton and the surrounding National Park. 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.

2.24 The health and well being of residents in the High Peak is generally good, with the exception of some higher than national average levels of obesity and early deaths from smoking, heart disease and strokes. 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, particularly in play provision for over twelves, football pitches, swimming pools and sports halls in Glossop. Improved provision of facilities for sport and recreation would address identified health inequalities. Higher demand for allotment sites in recent years has not been met with sufficient increases in supply which is reflected in the size of the waiting lists for such sites.

2 Key characteristics and issues

Key Issues for the Local Plan

2.25 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 High Peak:

KI1 Protecting and Enhancing the Character and Distinctiveness of the Towns and Villages in the Plan Area.

2.26 The high quality natural and built 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.

KI2 Managing the Impact of Development on the Peak District National Park

2.27 Whilst the Peak District National Park Authority is responsible for protecting the special purposes ^(v) 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.

KI3 Addressing the Challenges of Climate Change

2.28 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.

KI4 Diversifying and Strengthening the Rural Economy and Responding to the Legacy of the Industrial Past

2.29 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, are situated in sustainable locations, and do not have an adverse impact upon the character and appearance of the area.

KI5 Maintaining and Strengthening the Vitality and Viability of Town Centres

2.30 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 the plan area continue to be vibrant and attractive is therefore essential.

KI6 Enhancing Tourism and Visitor Management

v The Environment Act 1995 sets out two statutory purposes for National Parks in England and Wales: to conserve and enhance the natural beauty, wildlife and cultural heritage and to promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the Public. When National Parks carry out these purposes they also have the duty to seek to foster the economic and social well being of local communities within the National Parks.

2.31 Tourism is as a potential growth sector across the Plan Area because of the proximity of, and accessibility to the Peak District National Park and the opportunities that this offers. Development across the plan area that benefits the local tourism economy should be supported. Similarly schemes that may have an adverse impact upon the tourism industry either directly or indirectly should be resisted.

KI7 Meeting Local Housing Needs

2.32 Meeting local 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.

KI8 Managing Travel Demand and Improving Accessibility

2.33 The location of new development is an important consideration in reducing travel demand and ensuring that services and facilities are accessible for local communities. For those in more remote locations it is however appropriate to ensure that measures are in place to improve accessibility to shops and services.

KI9 Protecting and Enhancing Community Infrastructure and Local Services

2.34 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, recycling facilities and open space. In taking forward the High Peak 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.

KI10 Improving Leisure and Recreation Opportunities for Residents and Visitors

2.35 Ensuring that there are appropriate leisure and recreation opportunities will benefit the quality of life of both residents and visitors alike. The Local Plan should therefore ensure that there are appropriate levels of provision across the plan area.

2 Key characteristics and issues

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

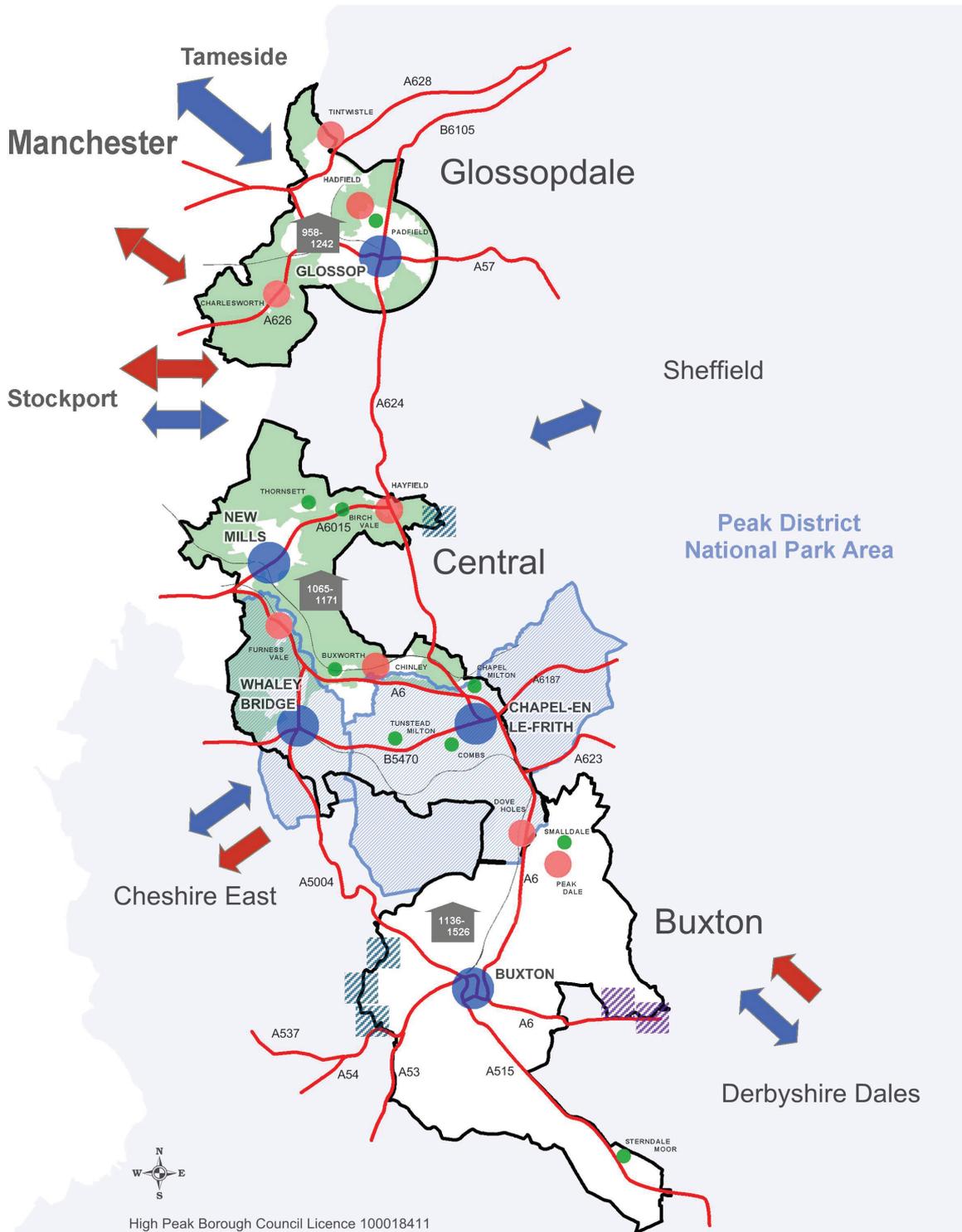
- Protecting Peak District Character
- Enhancing Prosperity
- Promoting Healthy and Sustainable Communities

2.37 Figure 1 below show how the ten Key Issues relate to the three main themes.

Figure 1 Relationship between Key Issues and Themes in the Local Plan



Figure 2 Key diagram



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KEY

- | | | | | | | | |
|--|------------------------------|--|-----------------|--|---------------------|--|-------------------------------------|
| | Peak District National Park | | Smaller Village | | Domestic Migration | | Railway |
| | Special Protection Area | | Larger Village | | Commuting Migration | | Total Housing Provision by Sub-Area |
| | Special Area of Conservation | | Market Town | | Main Road Links | | Local Plan Area |
| | Neighbourhood Plan Area | | Green Belt | | | | |

3 Vision and objectives

3.1 This section outlines a spatial vision, which addresses the key issues and challenges in High Peak. The vision sets a direction for the long term, spelling out how the area and places within it will develop as well as setting the context for objectives and policies in the Local Plan.

Spatial Vision

3.2 The Sustainable Community Strategy 2009-2014 covers High Peak and neighbouring Derbyshire Dales. This was prepared by the Local Strategic Partnership following consultation with local communities and key stakeholders.

3.3 The overarching vision of the Sustainable Community Strategy is that:

The Peak District will be a distinctive high quality rural environment with...

- People of all ages who are healthy and safe
- High-wage, high-skill jobs
- Affordable, decent homes for local people
- Towns and villages that offer a high quality of life

3.4 The vision for High Peak builds on the Sustainable Community Strategy vision and looks beyond it to 2031. The overriding challenge is to achieve sustainable development that delivers the housing, employment, retail and community facilities that High Peak needs whilst ensuring the area's distinctive natural assets, built heritage and character are conserved and enhanced.

Spatial Vision for High Peak

Overall, High Peak will be widely recognised as a distinctive and successful rural area with vibrant market towns and villages, which reflect the special character and quality of the Peak District landscape. The area will complement and not compete with Greater Manchester and Sheffield with out-commuting reflecting a sustainable balance of living and working. New development will mitigate against and respond to the changing climate. Similarly, energy efficiency will increase, with much more energy coming from zero or low carbon sources.

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

High Peak's Market Towns will successfully respond to changing consumer habits and pressure from competing centres outside the area to strengthen the local economy, provide more choice and reduce the need to travel. Larger villages, such as Chinley and Hayfield, will benefit from development with an improved range of amenities and facilities while the areas of countryside and green space around the smaller villages will act as an important resource for recreational use.

The sustainability of our villages and countryside will be promoted through appropriate investment, including agricultural diversification, and affordable homes will be provided to help people remain in, or return to, their local communities according to local needs.

The landscape of High Peak is a rich combination of physical and cultural elements that has developed over centuries to produce a landscape of particularly high quality. This will be protected and enhanced. Multifunctional green infrastructure will be enhanced and expanded. Biodiversity in the Borough will be enhanced through habitat creation, restoration and the reconnection of isolated habitats.

The use of previously developed land will be maximised, although development will still be required on greenfield land. The protection and enhancement of areas of green space around settlements will seek to counterbalance the effects of larger housing developments on greenfield land. New and improved sport and recreation opportunities will be identified and delivered to meet the needs of the population.

The Borough's townscape and landscape character will be protected and enhanced by taking care to ensure new development is well integrated with its surroundings. The integrity of our towns and villages will be maintained by ensuring that there is separation between settlements.

Prosperity will be enhanced through the growth of job opportunities across the borough. New higher-skill jobs will be created to complement the existing mix of job opportunities, securing a stronger economic base for the future. This will be facilitated through the planned development of new employment opportunities by providing high quality sites suitable for advanced manufacturing, environmental technologies, ICT and creative industries. Improved rail and other transport measures will enhance access to Manchester airport, universities and research facilities that will help High Peak businesses grow and increase the area's attractiveness to new investment.

Investment by the University of Derby and a range of high tech companies along the A6 corridor will prove the catalyst for further investment by innovative companies and institutions. New employment space will be created in older mill and industrial complexes alongside new homes, facilities and services that will breathe new life into these underutilised brown-field sites.

The historic and industrial legacy of the area will also be harnessed to bring about major growth of the sustainable tourism economy. Buxton will capitalise upon the regeneration of The Crescent to fulfil its potential as 'England's Leading Spa Town'. Glossop will build on its growing reputation as a destination for high-quality food and drink to provide a compelling mix of retail and leisure opportunities in an appealing town centre environment.

Residents will be happier, healthier and more active and will enjoy an improved quality of life. The promotion of **healthy and sustainable communities** will improve access to a wider range of local jobs, housing, high quality services and facilities, cultural and leisure opportunities.

Opportunities to secure improvements in accessibility to services and facilities throughout the rural area will be seized. Improvements to transport facilities in Glossopdale will be delivered in partnership with other authorities and agencies. There will be an emphasis upon minimising the adverse impacts of traffic on the adjoining Peak District National Park and finding more sustainable ways to reap the benefits of tourism in the towns and villages without increasing the use of the private car.

Strategic Objectives

3.5 The following strategic objectives will help deliver the spatial vision and guide development within the plan area to 2031. The objectives for the Local Plan create the links from the high level issues to the individual detailed Strategic and Development Management policies. They are grouped under the three themes identified at section 2.36:

Protecting Peak District Character

- SO1: To protect create and enhance the Green Infrastructure Network
- SO2: To maintain, enhance and conserve the Borough's distinct landscape characteristics, biodiversity, and cultural and historic environment.
- SO3: To ensure new development is well designed, promotes local distinctiveness and integrates effectively with its setting.
- SO4: To protect and enhance the character, appearance and setting of the towns and villages
- SO5: To address, mitigate and adapt to the effects of climate change on people, wildlife and places; promoting the safeguarding and prudent sustainable use of natural resources.

Enhancing Prosperity

- SO6: To welcome development that supports the sustainable growth and diversification of the local economy, including the mixed-use development of industrial legacy sites.
- SO7: To further develop the Borough's tourism and cultural offer as part of a wider Peak District destination.
- SO8: To strengthen the vitality and viability of town centres by adapting to changing consumer habits in shopping and leisure.

Promoting Healthy and Sustainable Communities

- SO9: To provide an appropriate mix of housing types, sizes and tenures in sustainable and accessible locations that meets the needs of all residents in the Borough.
- SO10: To protect existing, and support the delivery of new services, facilities and infrastructure that improve accessibility and connectivity.
- SO11: To promote opportunities for healthy lifestyles and support developments that minimise risks to health.
- SO12: To encourage the efficient use of previously developed land and buildings whilst minimising the use of greenfield land.

3.6 The Strategic and Development Management policies that follow provide the spatial planning framework to deliver the Strategic Objectives.

3.7 The identification of the Borough's key issues and the development of the spatial vision, objectives and resultant policies are closely aligned. The following table clearly demonstrates how these elements are interrelated and how they will be delivered through the implementation of Local Plan policies.

Table 1 Links between the Local Plan themes, key issues and objectives

Key issues	Themes	Objectives
<p>KI1 Protecting and Enhancing the Character and Distinctiveness of the Towns and Villages in the Plan Area.</p> <p>KI2 Managing the Impact of Development on the Peak District National Park</p> <p>KI3 Addressing the Challenges of Climate Change</p>	<p>Protecting Peak District Character</p>	<p>SO1: To protectcreate and enhance the Green Infrastructure Network</p> <p>SO2: To maintain, enhance and conserve the Borough’s distinct landscape characteristics, biodiversity, and cultural and historic environment.</p> <p>SO3: To ensure new development is well designed, promotes local distinctiveness and integrates effectively with its setting.</p> <p>SO4: To protect and enhance the character, appearance and setting of the towns and villages.</p> <p>SO5: To address, mitigate and adapt to the effects of climate change on people, wildlife and places; promoting the safeguarding and prudent sustainable use of natural resources.</p>
<p>KI4 Diversifying and Strengthening the Rural Economy and Responding to the Legacy of the Industrial Past</p> <p>KI5 Maintaining and Strengthening the Vitality and Viability of Town Centres</p>	<p>Enhancing Prosperity</p>	<p>SO6: To welcome development that supports the sustainable growth and diversification of the local economy, including the mixed-use development of industrial legacy sites.</p> <p>SO7: To further develop the Borough’s tourism and cultural offer as part of a wider Peak District destination.</p> <p>SO8: To strengthen the vitality and viability of town centres by adapting to changing consumer habits in shopping and leisure.</p>

3 Vision and objectives

Key issues	Themes	Objectives
K16 Enhancing Tourism and Visitor Management		
<p>K17 Meeting Local Housing Needs</p> <p>K18 Managing Travel Demand and Improving Accessibility</p> <p>K19 Protecting and Enhancing Community Infrastructure and Local Services</p> <p>K110 Improving Leisure and Recreation Opportunities for Residents and Visitors</p>	<p>Promoting Healthy and Sustainable Communities</p>	<p>SO9: To provide an appropriate mix of housing types, sizes and tenures in sustainable and accessible locations that meets the needs of all residents in the Borough.</p> <p>SO10: To protect existing, and support the delivery of new services, facilities and infrastructure that improve accessibility and connectivity.</p> <p>SO11: To promote opportunities for healthy lifestyles and support developments that minimise risks to health.</p> <p>SO12: To encourage the efficient use of previously developed land and buildings whilst minimising the use of greenfield land.</p>

4.1 This section seeks to set out the long term planning framework for High Peak focusing on particular areas that are of strategic importance to the future growth and development of the area and 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 in subsequent sections.

4.2 Any Neighbourhood Plan prepared for areas within the High Peak will be required to be in general conformity with the strategic policies within this section, as well as other appropriate policies where these are considered to be essential to the overall delivery of the Local Plan - given the context of any given Neighbourhood Development Plan.

Achieving Sustainable Development

4.3 In determining the most appropriate strategy to take forward, account needs to be taken of National Planning Policy Framework (NPPF) and the emerging National Planning Policy Guidance.

4.4 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which gives rise to the need for planning to perform a number of roles – economic, social and environmental. For plan-making, this means that local planning authorities should positively seek opportunities to meet the development needs of their area with sufficient flexibility to adapt to rapid change, unless any adverse impacts of doing so would significantly outweigh the benefits or where the NPPF indicates development should be restricted.

4.5 For the High Peak this means ensuring the managed release of sufficient land to meet assessed needs which can realistically be delivered over the plan period, having regard to landscape and infrastructure capacity constraints across the plan area and making the best use of resources now and in the future.

4.6 The following policy underpins the whole Local Plan and provides a fundamental set of criteria that will be applied to all development proposals to ensure that all development provides integrated solutions which meet social, economic and environmental objectives at the same time. It seeks to ensure that all new development within High Peak makes a positive contribution towards the sustainability of communities and to protecting and where possible enhancing the environment within the plan area. The policy sets out a framework for the planning of the area that addresses locally identified priorities and reflects its unique and distinct characteristics.

4.7 It is considered that the broad thrust of the policy is in line with the Council's Sustainable Community Strategy. It also reflects the core planning principles of the NPPF (para. 17) which support sustainable economic development, high quality design, a transition to a low carbon future, the recognition of the different roles of different areas and settlements, promotion of mixed use developments and the effective use of land.

4.8 The policy also reflects the strategic objectives of protecting Peak District character, enhancing prosperity and promoting healthy and sustainable communities. The policy is therefore one which balances the need to make adequate provision for homes, jobs and services with the need to protect and enhance High Peak's considerable natural and heritage assets in the most sustainable way.

4 Spatial strategy and strategic policies

4.9 Detailed requirements concerning the control of development and specific designations will be subject to more detailed policies set out elsewhere in this Local Plan.

Policy S 1

Sustainable Development Principles

The Borough Council will expect that all new development makes a positive contribution towards the sustainability of communities and to protecting, and where possible enhancing, the environment; and mitigating the process of climate change, within the Plan Area.

This will be achieved by:

- Meeting most development needs within or adjacent to existing communities;
- Making effective use of land (including the remediation of contaminated land and reuse of brownfield land), buildings and existing infrastructure;
- Making efficient use of land by ensuring that the density of proposals is appropriate (and informed by the surrounding built environment);
- Taking account of the distinct Peak District character, landscape, townscape, roles and setting of different areas and settlements in the High Peak;
- Protecting and enhancing the natural and historic environment of the High Peak and its surrounding areas including the Peak District National Park;
- 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;
- Supporting the local economy and businesses by providing for a range of economic development that provide employment opportunities suitable for local people in sustainable locations, and generally encourage larger developments to incorporate mixed uses where possible so as to reduce the need to travel;
- 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 minimal reliance on the private car;
- 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;
- Minimising carbon or energy impacts associated with development according to the principles of the 'energy hierarchy' by minimising the need for energy through the appropriate siting, orientation and design of new buildings; the use of renewable energy sources and ensuring building construction and other forms of development address the challenge of climate change by meeting high environmental standards with particular regard to energy efficiency, water efficiency, use of sustainable materials, encouraging waste reduction, recycling, including where appropriate the local- or on site-sourcing of building materials;
- Further mitigating the impacts of climate change by seeking reductions in greenhouse gas emissions across the High Peak; in particular through supporting the delivery of renewable and low-carbon forms of energy (either via stand-alone installations, or installations integrated within new/existing developments), where this is considered acceptable against all other Development Plan Policies as a whole;

- Requiring that all new development addresses flood risk mitigation/adaptation, ensuring for example that sustainable drainage systems are considered at the outset within proposals (and to comply with legislative requirements);
- Seeking to secure high quality, locally distinctive and inclusive design in all development that can be accessed and used by everyone including disabled people;
- Seeking to secure developments 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 and working environment and the risks from potential hazards are minimised
- Maintaining and where possible enhancing accessibility to a good range of services and facilities, and ensuring existing infrastructure and services have the capacity to support development when required.

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.

In all cases development should not conflict with the relevant policies in this Local Plan. Development should be designed to be sustainable; seek to enhance the environment; have regard to both its direct and indirect cumulative impact over the longer term; and should provide any necessary mitigating or compensatory measures to address harmful implications.

New development should make effective use of land and buildings and be located in sustainable locations in line with the Settlement Hierarchy in Policy S2.

4.10 At the heart of the NPPF is a presumption in favour of sustainable development seen as “..a golden thread running through both plan-making and decision-taking.” This policy sets out how the Council will work with applicants to facilitate development that improves the economic, social and environmental conditions of High Peak. It also provides for the grant of planning permission in circumstances where there are no relevant policies or where relevant policies are out-of-date.

4.11 To achieve sustainable development, new development should be located in sustainable locations and contribute positively to the social, economic and environmental improvement of the area, in accordance with Policy S1.

Policy S 1a

Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

4 Spatial strategy and strategic policies

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

Supporting Guidance and Evidence

- National Planning Policy Framework: 2012

The Development Approach

4.12 In the light of consultation responses and evidence of development and environmental capacity and need, the strategic approach to development across the Plan Area will be to focus development on the Market Towns where access to services, facilities and employment opportunities are more readily available. Furthermore new residential development in the Market Towns will enable affordable housing to be provided in a way that promotes a more sustainable pattern of development. Any development outside of the Market Towns should contribute to maintaining the distinctive character and vitality of rural communities. Development in the settlements outside the Market Towns can provide some support for the existing services and facilities that exist, but depending upon scale, and existing catchment population may not be able to add significantly to their viability. New residential development away from the Market Towns can also enable affordable housing to be provided to meet local needs.

Strategic approach to development

- Safeguard the sensitive boundaries of the National Park.
- Concentrate Development on the Market Towns – focusing primarily on previously developed sites.
- Provide modest development within the larger villages, of an appropriate scale, where opportunities exist to contribute towards the overall requirements.
- Encourage rural affordable and local needs housing in the smaller villages where there is limited access to services and facilities.

4.13 The preferred spatial strategy is balanced and recognises the needs of both the market towns, larger villages and rural area. This development strategy will help to ensure that rural settlements maintain services and facilities and ensure that the local needs of rural areas continue to be met. This approach is considered to be deliverable in light of evidence from the SHLAA and

evidence that there are sufficient deliverable sites within these settlements. A key principle of the development approach is to seek opportunities to meet the development needs of the plan area having regard to landscape and infrastructure capacity constraints. This means recognising that not all of the assessed needs can be met within High Peak – a factor which has been accepted in the revoked East Midlands Regional Plan and is supported by evidence of capacity.

4.14 In terms of the distribution of growth across the Borough, particularly housing, the preferred approach is to spread growth amongst all of the market towns - Buxton, Glossop, New Mills, Chapel-en-le-Frith and Whaley Bridge as, on balance, this represents a fairer, more even spread of growth which recognises infrastructure constraints in Glossop and Buxton and supports anticipated housing, jobs and service needs across all areas. This approach also better relates to the current population distribution.

Alternative Development Approaches

A number of alternative development approaches have been considered, assessed and consulted on at various stages prior to the preparation of the submission Local Plan. This included concentrated growth in the market towns, semi-dispersed growth, and dispersed growth. A review of the development approach and sub-area strategies was undertaken in June 2012 which confirmed the overall development approach of concentrated growth in the market towns and larger villages but identified 3 alternative options for the distribution of that growth across the Borough: along the Buxton - Dove Holes - Chapel-en-le-Frith axis; focused growth in Buxton and Glossop; and growth spread amongst all of the market towns. This was subject to further assessment and consultation in September 2012.

The Spatial Strategy for High Peak

4.15 The Spatial Strategy is key to delivering the overall vision for High Peak. It seeks to achieve this through the three overarching themes of protecting the Peak District character; enhancing prosperity; and, promoting healthy and sustainable communities.

Protecting the Peak District Character

4.16 The High Peak landscapes are a defining characteristic of the plan area. They define a sense of place and strongly influence the area's identity and local distinctiveness. The landscapes within the Local Plan area are of exceptionally high value and share many of the characteristics of the neighbouring Peak District National Park and includes designated landscapes of national and international importance, such as Buxton's Pavilion Gardens, as well as those with strong and distinctive landscape characteristics such as the rolling moorlands of the Dark Peak. The landscapes establish the character of the area and are a key asset in attracting economic development, enhancing social well being as well as driving the local tourist economy.

4.17 The landscape character varies considerably across the plan area, these differences are documented within the distinct landscape character types identified in "The Landscape Character of Derbyshire" (Derbyshire County Council 2003). The Spatial Strategy places landscape character at the forefront of policy considerations and seeks to provide overall protection of the inherent landscape character of the plan area for its own intrinsic beauty and for the benefit of economic,

4 Spatial strategy and strategic policies

environmental and social well-being. Given the nature of the plan area and its interrelationships with the Peak District National Park it is considered important that the Local Plan addresses the distinctive elements that make up the plan area's character.

4.18 The Spatial Strategy seeks to ensure that all development should contribute to and not erode landscape character. The Landscape Impact Study recognises that High Peak is an extremely varied landscape, particularly in terms of topography. It is characterised by valley-bottom settlements and the sharp contrast between the gritstone of the Dark Peak and the limestone of the White Peak. All but one of the Landscape Character Types allow for limited development only, due to their unsettled nature, high visual sensitivity, difficult topography or geology. The only Landscape Character Type which allows for extensive development is Settled Valley Pastures, which dominates the northern and central regions of the High Peak.

4.19 High Peak Borough Council has a duty to have regard to the purposes of the National Park in terms of conserving and enhancing the natural beauty, wildlife and cultural heritage of the national park. This needs to be reflected across all aspects of the Local Plan. The need to protect the Peak District National Park is a strategic issue which is also recognised by neighbouring authorities

4.20 The High Peak area also benefits from a rich biodiversity, primarily due to its rural character. Much of the plan area is covered by a raft of internationally, nationally, regionally and locally protected sites, designated for their nature conservation value and overall contribution towards the protection of priority species and habitats. As well as designations of European importance there are numerous SSSI's and Sites of County Importance for nature conservation, including local wildlife sites and nature reserves all of which play a crucial part in the rich biodiversity of the plan area.

4.21 Many of the plan area's designated sites for biodiversity are located close to centres of population, with the towns and villages themselves offering opportunities for biodiversity to extend into the urban area, through parks, gardens and river corridors. The Spatial Strategy seeks to provide a balance between protection and development through positive management measures whilst ensuring that development proposals will not result in significant harm to biodiversity or geodiversity interests.

4.22 To protect the Peak District character of the plan area it is also essential that where new development takes place it achieves a high standard of design. A well designed development can enhance local distinctiveness, improve economic prospects and add to the general well-being of people and places. The Spatial Strategy seeks to ensure that all new development contributes to local distinctiveness and sense of place. Because the impacts of climate change have the potential to threaten the Peak District character of the plan area it seeks to ensure that new development, through sustainable design and construction methods, reduces the direct and indirect impacts on the natural environment. It also recognises that high quality design can make positive contributions to people's lives by protecting the amenity of an area and 'designing out crime'.

4.23 The built and historic environment is one of the plan area's greatest assets and is valued highly by local residents and visitors, comprising of numerous Listed Buildings, Conservation Areas, Archaeological Sites and Historic Parks and Gardens. Collectively these are important features within the landscape and make a particularly valuable contribution to local distinctiveness, something that the Local Plan should seek to reflect. The heritage assets of the High Peak and

their relationship with the surrounding built environment make a significant contribution to defining the local characteristics and distinctiveness of the plan area. The Spatial Strategy therefore seeks to ensure that the character of the built and historic environment is protected and enhanced with particular protection being given to those sites and areas designated for their heritage. Development proposals will be required to contribute positively to the character of the built and historic environment, resisting inappropriate development but also promoting creative and sensitive design that reflects local context.

4.24 A significant characteristic of High Peak is its extensive 'green infrastructure'. The green infrastructure network of High Peak comprises areas important for the protection and enhancement of biodiversity, outdoor recreation and cultural heritage. These are linked together through green corridors including river valleys, long distance trails and canals to form a comprehensive network of green spaces of benefit not only to wildlife but also the health and well being of local residents and visitors and the attractiveness of the plan area. The coverage of green infrastructure across the plan area is generally good, although gaps have been identified in the provision of open space, sport and recreation facilities and green spaces and linkages. The Spatial Strategy therefore seeks to address these deficiencies whilst protecting and enhancing the existing green infrastructure of both local and strategic importance.

Enhancing Prosperity

4.25 A strong focus of the Spatial Strategy is supporting and enhancing in a sustainable manner the economy of the High Peak and meeting local employment needs in the Market Towns and the larger villages.

4.26 The 2008 Peak Sub-Region Employment Land Review (ELR) recommended a number of considerations that the Local Plan should seek to deliver. The ELR also recommended an employment land requirement that broadly reflects past patterns of take-up as the basis for future planning and identified that whilst there is an 'oversupply' in the amount of employment land available, there is also a clear deficiency in the provision of good quality employment land and premises. The ELR was clear that an essential element of ensuring effective economic growth over the plan period was the provision of a broad portfolio of employment sites. This means that the highest rated sites should be protected, other sites redeveloped as appropriate to provide new and more appropriate employment premises and additional sites allocated as necessary to achieve the overall quantity, quality and distribution of employment opportunities required to meet future needs. A 2014 update to the ELR concluded that 25 to 65ha of employment land will be required in High Peak over the plan period.

4.27 The Spatial Strategy therefore looks to maintaining and enhancing the economic base and to plan for the employment land requirements over the plan period consistent with the requirements for housing growth by protecting, redeveloping and allocating the employment land recommendations set out in the ELR. This provides flexibility in meeting modern business needs by providing the balance of sites and premises recommended by the ELR. The redevelopment of existing sites within or adjacent to existing settlements brings the potential benefits of reducing journeys made by car and utilising brownfield sites.

4 Spatial strategy and strategic policies

4.28 In addition, the Spatial Strategy seeks to diversify the economic base and deliver the vision and relevant strategic objectives of a higher wage, higher skilled local economy by addressing deficiencies in modern office and workshop accommodation. Identifying new employment land has the benefit of allocating sites that are capable of meeting the needs of the emerging growth sectors, the growth of which is promoted by the Local Plan.

4.29 The Spatial Strategy also places strong emphasis on sustainable tourism as a key driver for diversifying the local economy. Tourism is already a major contributor to the local economy with a number of existing key attractions in the plan area include the Pavilion Gardens in Buxton and, given its strategic location near to the major centres of population and adjoining the Peak District National Park is well placed to play a major role in the sub-region for rural tourism.

4.30 The Spatial Strategy seeks to capitalise on the huge tourism potential of the plan area whilst not undermining other key themes of the Local Plan – the need to protect Peak District Character and achievable sustainable development. One of the key measures is to secure more overnight stays in an effort to raise the overall economic contribution of tourism. Planned developments such as the Crescent Spa Hotel in Buxton and the recently opened hotel in Glossop will help to address the situation.

4.31 There is also a significant higher educational presence in Buxton from the University of Derby. However, whilst student numbers are expected to increase during the plan period, it is not anticipated that there will be any significant growth in staffing due to efficiency savings.

Promoting Healthy and Sustainable Communities

4.32 Local communities are central to the special characteristics of the High Peak. It is important that their needs are adequately met to ensure that they continue to thrive and have a high quality of life.

4.33 One of the prime requirements in meeting the needs of our communities is ensuring there is sufficient provision of the right type of housing in the right places and that this is delivered at the right time. This is necessary both to retain existing households within the Borough and to provide opportunities for meeting the needs of future households to support local services and sustain economic growth. The need for homes will be defined by a number of factors:

- Population and household changes
- Affordable housing needs
- Local environmental issues and infrastructure provision
- The need to support the local economy
- The need to sustain local communities

4.34 The Spatial Strategy bases housing development levels on current evidence from a number of sources such as the Strategic Housing Market Assessment, the Housing Needs Survey, the Strategic Housing Land Availability Assessment, the Housing Target Options Paper, the Landscape Impact Assessment and the latest Census results. It seeks to represent a balanced approach which strives to boost housing supply beyond the previous revoked RSS requirement in order to meet local needs and also recognises the restrictions on environmental and infrastructure capacity in the High Peak. At the same time it provides flexibility to respond to local circumstances and the detailed knowledge of the local housing markets. Phasing will be a key measure in the Local

Plan to ensure appropriate sites come forward in the right locations and at the right time. Ensuring sites are economically viable is also a key consideration in the Local Plan to ensure development can be delivered having regard to the need for affordable housing and supporting infrastructure.

4.35 The Strategy requires that all new housing developments address the range of housing needs of local people by meeting the requirements for affordable housing, provide a mix of housing to contribute to sustainable communities and promotes the inclusion of a proportion of suitable housing to meet the needs of newly forming households. These policy elements reflect the evidence obtained from the 2014 Strategic Housing Market Assessment.

4.36 A major factor in achieving the Spatial Strategy is the delivery of the necessary social and physical infrastructure to support future development requirements. The Strategy seeks policy measures to protect services and facilities as well as development proposals to support them. With limited resources available to the Council, the implementation of infrastructure improvements is dependent on the successful delivery of physical development and regeneration schemes through developer funding and the plans and programmes of other service providers. Developers promoting development and regeneration schemes will be expected to contribute towards strategic and local infrastructure requirements, through both on-site facilities and financial contributions for off-site works and facilities, whether through section 106 agreements or the Community Infrastructure Levy.

4.37 The Spatial Strategy also recognises that the needs of residents will continue to be met from opportunities, experiences and services provided outside the Borough. It does not seek to compete with the larger health, educational, retail, leisure and recreational opportunities available elsewhere but to complement them and facilitate better access to them. Whilst the focus is therefore on meeting local needs, it will also seek to improve the infrastructure links to the sub-region and invest in improved public transport.

Settlement Hierarchy

4.38 A settlement hierarchy forms a useful basis for taking forward the principles of the plan's spatial strategy set out above. It provides a framework to manage the scale of development within the Plan Area and allows for new development to be brought forward in a sustainable way, where local services are available and the need to travel is minimised. The towns and villages in the plan area have been classified into a settlement hierarchy on the basis of the availability of local infrastructure as identified in the Sub-Area Infrastructure Appraisals (2012).

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

Policy S 2

Settlement Hierarchy

Development will be directed towards the most sustainable locations in accordance with the following settlement hierarchy:

Market Towns

4 Spatial strategy and strategic policies

Buxton, Glossop, Chapel-en-le-Frith, New Mills and Whaley Bridge are defined as 'Market Towns' and will be the main focus for housing, employment and service growth, consistent with maintaining and where possible enhancing their role, distinctive character vitality and appearance.

Larger Villages

Charlesworth, Chinley, Dove Holes, Furness Vale, Hadfield, Hayfield, Peak Dale and Tintwistle are defined as 'Larger Villages' where a moderate scale of development may be acceptable, consistent with meeting local rural needs and maintaining or enhancing their role, distinctive character or appearance whilst also maintaining existing facilities and services.

Smaller Villages

Buxworth, Chapel Milton, Combs, Birch Vale, Padfield, Smalldale, Sterndale Moor, Thornsett and Tunstead Milton are defined as 'Smaller Villages' where only limited development to meet local rural needs may be acceptable consistent with maintaining and enhancing their distinctive character or appearance.

Settlement boundaries for the above settlements are defined in the Policies Maps. New development should be focused within the settlement boundaries of the Market Towns, Larger Villages and Smaller Villages in accordance with their scale, role and function unless otherwise indicated in the Local Plan.

Other Rural Areas

In all other areas outside of the settlement boundary of settlements, including those villages, hamlets and isolated groups of buildings in the Green Belt and the Countryside which do not have a settlement boundary as defined on the Policies Maps, development will be strictly limited to that which has an essential need to be located in the countryside or comprises affordable housing in accordance with policies EQ3 and H5.

The Green Belt as defined on the Policies Maps, will be protected from inappropriate development and proposals will be considered in accordance with the provisions of national planning policy and in the light of other policies in this Local Plan.

The extent of the Green Belt and the area defined as Countryside as defined in the Policies Map will be protected and maintained for the plan period.

Town and Local Centres

The Council will seek to maintain and enhance the vitality and viability of town centres and local centres as defined on the Maps in accordance with their function, role and scale based on the following hierarchy:

- Main Town Centres: Buxton and Glossop
- Small Town Centres: Chapel-en-le-Frith, New Mills and Whaley Bridge
- Larger Villages and Harpur Hill Local Centre
- Other Settlements

New retail, leisure or office development should be focused within the town centres or local centres in accordance with Policies CF1 and CF2.

Settlement Scale, Role and Function

4.40 The **Market Towns** are the largest settlements in High Peak comprising of Buxton including Harpur Hill, Glossop including Gamesley, Chapel-en-le-Frith, New Mills and Whaley Bridge. These accommodate the majority of the Borough'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 Boundary within which development of an appropriate scale and nature will be allowed.

4.41 The **Larger 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 Boundary within which development of an appropriate scale and nature will be allowed. It is recognised that there is a significant range amongst these villages in terms of their size and facilities and it is proposed therefore that the scale of development in each area should be relative to their current size and infrastructure.

4.42 The **Smaller Villages** generally have a poor 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 it will generate a disproportionate number of additional journeys outside the village and may undermine the spatial strategy. However, it is recognised that there is a need to meet local needs in these settlements for housing and other economic or community purposes. These settlements will also be defined by a Settlement Boundary within which limited development of an appropriate nature will be allowed.

4.43 The **Other Rural Areas** comprises of the open countryside and green belt outside of the market towns, larger villages and smaller villages where further development is generally inappropriate other than to meet essential local needs and for rural activities. Within these areas there are some groups of houses and hamlets which are not identified as 'smaller villages' because their predominantly open character and loose-knit nature makes infilling and the definition of a Settlement Boundary inappropriate. The strategy of meeting only essential local needs and rural activities will also apply to these areas. The rural areas also contain major developed areas which may be suitable for appropriate development or redevelopment.

4.44 The hierarchy of **Town and Local Centres** is derived from their current role and function and evidence from the Retail and Town Centre Study which highlights the importance of maintaining Buxton and Glossop as the principal centres for retail, services and leisure facilities. Other smaller town centres and local centres also have an important role in terms of supporting and meeting the needs of local communities and surrounding rural areas.

4 Spatial strategy and strategic policies

Green Belt

4.45 The North West Derbyshire Green Belt also extends across the northern and north central parts of the plan area. The openness and permanence of the Green Belt is of great importance. It contains urban development, prevents the coalescence of settlements, protects the countryside, preserves the setting and character of settlements, and aids urban regeneration by encouraging the use of previously developed urban land. The underlying principles and policies for protecting the Green Belt are set out in National Planning Policy Framework.

4.46 The Green Belt is also a highly valued part of the Borough's green infrastructure, and as such the Council will seek opportunities to provide access, outdoor sport and recreation for the benefit of the community in these areas.

4.47 In order to ensure that the boundaries of the green belt are appropriate and will endure for and beyond the plan period, having regard to the need to promote sustainable patterns of development, the Landscape Impact Assessment has assessed the potential impact of development around the edges of the key settlements on the integrity and openness of the Green Belt. It has reviewed the Green Belt around the Market Towns and Larger Villages against the 5 purposes of the Green Belt as set out in the NPPF and made recommendations for where Green Belt boundary changes may be appropriate to enable development to be accommodated or to help check unrestricted sprawl. Only minor deletions from the Green Belt were able to be identified. The Landscape Impact Assessment has also identified some additional areas for inclusion within the Green Belt. The Council has consulted on these recommended changes and assessed how they would assist in meeting the development needs of the Borough. It has concluded that overall there would be no net benefit in undertaking these green belt boundary changes during the plan period other than removal of some land at Furness Vale from the green belt to facilitate housing development.

Supporting Guidance and Evidence

- National Planning Policy Framework: 2012
- Strategic Housing Market Assessment: 2014
- Retail Study Update: 2013
- Employment Land Review: 2008
- Employment Land Review Update: 2014
- Landscape Impact Assessment: 2014

Strategic Housing Development

4.48 The NPPF requires that local authorities 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, as far as is consistent with the policies set out in this Framework. The Local Plan therefore seeks to meet assessed needs as far as possible having regard to any significant environmental and infrastructure constraints. The 2014 Strategic Housing Market Assessment (SHMA) considered a range of alternative scenarios for establishing the Borough's objectively assessed need (OAN) and recommended an OAN range of between 420 and 470. The 2015 High Peak Housing Needs Study 2012-based SNHP Update was prepared to take account of the

2012-based household projections and recommended a new range of 310-350 new dwellings per year over the plan period. This is equivalent to 6200 to 7000 dwellings over the plan period. Taking into account the need for affordable housing and the aim of promoting economic growth within the Plan area the housing requirement is 350 dwellings per year.

4.49 The implication of pursuing a housing requirement in this range must be considered in the context of the wider HMA and the prospects of delivering this scale of housing on sites within the plan area. This is particularly the case for High Peak given the significant policy and environmental constraints which restrict the scope for development across much of the Borough and the strategic highway constraints which impact on capacity for growth.

4.50 The Strategic Housing Land Availability Assessment (SHLAA) published in June 2009 and updated in 2014 has provided evidence about the extent to which potential exists across the plan area to accommodate the growth required by the SHMA. It indicates differing degrees of potential to accommodate growth across the different settlements of the plan area without making any policy decisions or providing any indication of a willingness on the part of the Local Planning Authorities to grant planning permission.

4.51 The SHLAA indicates that whilst there is potential within and on the edge of the main settlements in the Local Plan area to accommodate growth much of this is within the green belt or on sites which are unlikely to be deliverable within the plan period. This document has been updated following the previous consultations to include additional areas of land. The Landscape Impact Assessment found that some of the potential housing sites would have a significant landscape impact whilst much of the plan area around the Market Towns and Larger Villages is constrained in terms of development options due to its landscape character. The Landscape Impact Assessment also does not consider that there is any significant scope for green belt boundary changes to accommodate more development. The Plan and Site Viability Study has also identified issues over access to serve several major housing sites in Buxton may undermine delivery in later plan phases.

4.52 The Local Plan housing target has been informed by the evidence of capacity from these various studies. Information has been gathered on capacity, constraints and opportunities and it is considered that the objectively assessed housing need range is not deliverable. There are very significant constraints on the capacity of the plan area to physically accommodate the amount of development required by the SHMA and this is particularly so in terms of environmental considerations with limited scope to amend green belt boundaries. The significant environmental constraints to development in High Peak are the Peak District National Park and any impacts on the National Park and its setting from the development of land outside it; the Green Belt taking account of potential areas which could be removed (see para. 4.53); designated areas of wildlife interest including European sites of wildlife protection; areas which are subject to significant development constraints (such as Flood Zone 3 areas); and areas identified in the Landscape Impact Assessment as being of significant landscape value. With a limited legacy of derelict or vacant sites, these natural boundaries define and limit the outward expansion of the key settlements. The Borough also has major infrastructure constraints which cannot be overcome during the plan period and which limit the extent of further growth, particularly the main road connections between High Peak and Greater Manchester along the A6, A57 and A628.

4 Spatial strategy and strategic policies

4.53 Using this evidence the Council has explored and assessed all available suitable sites within the plan area and has made provision within the Local Plan for the maximum number of sites which it considers can be accommodated. This evidence has been used to establish that there is sufficient land for 350 dwellings per annum, which can be delivered and reflects the identified infrastructure and environmental constraints. A Sustainability Appraisal Addendum (SA) has also been undertaken of reasonable alternatives for a housing target and the findings of this SA have helped to inform the selection of 350 as the housing requirement. The SA has assessed the anticipated consequences, in social, economic and environmental terms, of alternative levels of housing provision and concludes that alternatives above 350 dwellings per annum would have more significant consequences for the Borough and adjoining areas.

4.54 A target of 350 dwellings per annum would generate a need for 7000 new dwellings over the plan period. Table 2 below shows the net requirement to be identified in the plan on new sites after taking account of past completions and current commitments (see Appendix 4 for details), the shortfall since 2006 and the Peak District National Park contribution.

Table 2 Net Housing Requirement

Housing Target (2011 - 2031)	7,000 dwellings
Completions (2011 - 2014)	- 445 dwellings
Commitments (as at December 2014) ^(vi)	- 2,976 dwellings
Peak District National Park contribution (2011 - 2031)	- 110 dwellings
Shortfall in housing provision since 2006	+ 80 dwellings
Net housing requirement	3,549 dwellings

4.55 The housing target of 350 dwellings per annum exceeds the past average rate of housing delivery and therefore is boosting housing growth in accordance with the NPPF and will help meet the considerable unmet affordable housing need of the Borough. It will also meet the economic growth forecasts evidenced in the Employment Land Review Update and create additional jobs.

4.56 The NPPF requires a 'duty to cooperate' with the Borough's neighbouring local authorities. High Peak's strategic housing market and travel to work area extends primarily westwards incorporating Cheshire East, Tameside and Stockport and, to a lesser extent, eastwards incorporating parts of Derbyshire Dales and Sheffield. Many of these areas also face similar challenges in meeting housing requirements. In accordance with government guidance, the Council has been engaging constructively, actively and on an ongoing basis with these neighbouring authorities.

4.57 The NPPF only requires that key sites which are critical to the delivery of the plan be identified. Small sites however are important to the housing supply in High Peak, particularly within the built-up areas. Monitoring of planning permissions indicates that there has been a constant supply of small, unidentified sites coming forward across all settlements in the Plan area and evidence from the SHLAA shows that they will continue to make an important contribution to the

vi Comprises of sites with planning permission, under construction and other deliverable sites

overall level of housing supply over the remainder of the plan period. An allowance is therefore made within the overall housing target for unidentified small sites within the built up areas of the towns and villages of High Peak. These are typically sites of less than 20 dwellings.

4.58 In the Parish of Chapel-en-le-Frith, a Neighbourhood Plan is being prepared. The Chapel-en-le-Frith Neighbourhood Development Plan identifies sites for housing and employment development and addresses other issues including countryside, infrastructure and transport. As a result, this plan does not include allocations on sites in Chapel-en-le-Frith Parish but it does set a target for housing provision which the Neighbourhood Plan is required to meet. It also makes an allowance for a contribution from small unidentified sites across the Parish towards the housing supply.

4.59 The Local Plan does not phase the rate of housing development over the plan period, to reflect the policy in the NPPF to boost significantly the supply of housing. However, the distribution of development between the towns and the rural areas will be managed to ensure that the strategy and development approach is not undermined. The Housing Trajectory (appendix 2) indicates how the Council expects future provision to come forward. The purpose of the Housing Trajectory is to highlight the robustness and soundness of the overall housing strategy in the Local Plan and how it is likely to perform in relation to the housing requirements. However, many of the factors influencing the delivery of housing are beyond the control of the local planning authority or the development industry. The role of monitoring through the Annual Monitoring Report will be important in assessing the actual performance in terms of delivery of this and other parts of the development strategy and highlighting 'trigger points' for measures to adjust the delivery of housing.

Distribution of Housing

4.60 The distribution of housing between the sub-areas is based on the strategy of growth spread between all market towns and larger villages, taking account of infrastructure constraints in Glossop and Buxton and meeting household projections in the Central area. A number of alternative distribution options have been considered, assessed and consulted on during the early stages of preparation of the Local Plan. This has informed the proportion of the plan area's housing for each sub-area. A range is given for each sub-area in order to provide flexibility in the delivery of housing over the plan area.

Neighbourhood Plans

4.61 Neighbourhood Plans are required to be in conformity with the Local Plan and will be expected to make a contribution towards meeting the needs of High Peak. The Chapel-en-le-Frith Neighbourhood Plan was "made" in August 2015. The Neighbourhood Plan allocates land for 42 new homes (Policy H1). In addition there were commitments on a further 926 dwellings as at December 2014. It is proposed therefore to set a requirement for the Chapel Neighbourhood Plan to deliver 850 dwellings over the plan period (2011 - 2031). This is a minimum requirement which allows for further growth to help meet the needs of the Borough.

4.62 The Consultation version of the Chapel Neighbourhood Plan also allows for permission to be granted on smaller unidentified infill and redevelopment sites within the Parish (outside the National Park). An allowance is therefore included in the Local Plan for a contribution from such smaller sites over the remainder of the plan period.

4 Spatial strategy and strategic policies

4.63 Whaley Bridge Town Council are also at the early stages of preparing a Neighbourhood Plan which will cover the whole of the parish including Furness Vale but have not published any proposals. The Local Plan therefore continues to make provision for allocations in the Whaley Bridge and Furness Vale area.

Policy S 3

Strategic Housing Development

Housing Land Supply and Distribution

Provision will be made for at least 7,000 dwellings over the period 2011-2031 at an overall average annual development rate of 350 dwellings.

In order to meet this requirement sufficient land will be identified to accommodate up to 3,549 additional dwellings on new site. This will be distributed across the Borough broadly as follows:

Table 3

Sub-Area	% of Borough Total	No. of Dwellings on new sites
Glossopdale	27-35%	958 -1,242
Central	30-33%	1,065 -1,171
Buxton	32-43%	1,136 -1,526

This will be met from large sites allocated in policy H2 and in the Chapel-en-le-Frith Neighbourhood Plan and from small sites which accord with policy H1 as follows:

Table 4 How the Requirement will be met on new sites

Sub-area	Number of Dwellings on new sites
Glossopdale	
- Glossop Small Sites	250
- Villages Small Sites	150
- Allocations	558 - 842
TOTAL TARGET PROVISION	958 - 1,242
Central Area	
- Chapel Neighbourhood Plan Small Sites	100

- New Mills Small Sites	100
- Whaley Bridge Small Sites	100
- Villages Small Sites	100
- Allocations (excluding Chapel Parish)	623 - 729
TOTAL TARGET PROVISION	1,065 - 1,171
Buxton	
- Buxton Small Sites	300
- Villages Small Sites	100
- Allocations	736 - 1,126
TOTAL TARGET PROVISION	1,136 - 1,526

The release of land/sites for new housing will be managed so that it delivers the broad amount and distribution of housing as set out above. The adequacy of housing delivery (in terms of a five year supply of housing and in meeting planned housing delivery targets over the full plan period) will be assessed regularly in accordance with a Housing Implementation Strategy and through annual reviews of the Strategic Housing Land Availability Assessment. Progress will be reported through the council's Authority Monitoring Report.

Neighbourhood Plans

In order to assist in meeting the full objectively assessed housing need of the plan area Neighbourhood Plans should maximise opportunities for housing growth in sustainable locations and, where appropriate, make allocations in their plan to provide at least the same amount of housing land identified in the Local Plan for the relevant parish or Neighbourhood Area.

For the Chapel Neighbourhood Plan a minimum of 850 dwellings should be delivered over the plan period in addition to the small sites allowance but this may be exceeded to help meet the needs of the Borough.

Supporting Guidance

- National Planning Policy Framework: 2012
- Strategic Housing Land Availability Assessment: 2014
- Strategic Housing Market Assessment: 2014
- Annual Monitoring Reports

Maintaining and Enhancing an Economic base

4.64 The D2N2 Local Enterprise Partnership has a key role in supporting businesses and encouraging inward investment across Derbyshire and Nottinghamshire. The strategic priorities of the partnership as identified in the D2N2 Strategy for Growth (2013-2023) include; developing business skills, supporting innovation, available finance and effective infrastructure. Six areas of economic focus are also identified by the partnership. Each area has been identified either because it has a strong presence in Derbyshire or Nottinghamshire, or it has the potential for growth. The areas are; advanced transport engineering, health & bioscience, food & beverage production, construction, visitor economy and the low carbon economy. At a more local level, a partnership of local authorities in the wider Peak District consisting of Derbyshire Dales and Staffordshire Moorlands District Councils, High Peak Borough Council and the Peak District National Park Authority are working together to realise the economic potential of the area. The Growing the Rural Economy: Evidencing the Case for the Peak District report identifies the following sectors as presenting a significant opportunity for growth:

- Knowledge economy
- Manufacturing
- Cultural and digital industries
- Visitor economy
- Ecosystem services

4.65 The Council will facilitate the delivery of the Strategy for Growth by supporting complementary development proposals and undertaking wider regeneration projects. This will include working with businesses and partners to identify and secure funding to support businesses improvements and the delivery of land for economic development.

4.66 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 be therefore be made available to satisfy the different requirements of all sectors of the economy. Requirements for wider economic development purposes, namely town centre uses, are discussed in relation to Policy CF1 (Retail and Town Centres).

4.67 National guidance advises that Local Plans should identify needs for land for economic development over the plan period. This should take account of likely changes to the economy and business needs. To support local and inward investment land can be safeguarded for economic development purposes where it has a reasonable prospect of coming forward.

4.68 The 2014 Employment Land Review Update advises that the future employment land requirements (within Use Class B) for the Local Plan area should be in the range of 40 to 80 hectares (gross) over the plan period. Half of this requirement will be for B1c/B2 manufacturing land with the remainder being split equally between B1a/B1b office (25%) and B8 storage and distribution (25%). This split is based on the exiting stock of employment land and the relative demand for development.

4.69 The bottom end of the range of the land requirement (40ha) reflects employment forecasts for jobs within sectors with a need for B use class land as outlined below. This includes both a baseline forecast (Oxford Economics) and a “policy on” forecast which increased jobs growth rates

in High Peak in potential growth sectors (as identified in the Growing the Rural economy: Evidencing the case for the Peak District report) to the same level as those for the UK where they were higher than those for the Borough. These forecasts are translated into land requirements in the Employment Land Review by applying employment densities (m² per FTE job) and plot ratios (% of a development site occupied by employment floorspace)

4.70 Table 5 indicates the forecasted change in numbers of jobs over the plan period for each sector. These are trend based projections only and do not reflect the implications of policies and strategies intended to address these trends. The level of employment land provision identified in Policy S4 plans for a greater number of jobs as it takes account of a wide range of factors other than forecasted change.

Table 5 Forecast FTE employment change in High Peak (2011-2031)

	Workforce FTE jobs		Change in jobs
	2011	2031	2011-31
Offices (B1a/b) ^(vii)	3,593	4,449	+856
Manufacturing (B1c/B2) ^(viii)	7,821	6,789	-1,032
Distribution (B8) ^(ix)	2,165	2,389	+223
Total B-class jobs	13,580	13,627	+47
Other non B-class jobs	17,401	17,468	+67
Jobs in all sectors	30,981	31,095	+114

4.71 The top of the range (80ha) relates to the past take up of employment land in High Peak. This has averaged 2.37ha (net) per year. An additional allowance for the replacement of estimated losses of employment land and two years additional supply (equal to two years of average take up) to provide a margin for choice was applied to the scenarios across the range.

Table 6 Gross employment land (2011-2031) requirement based on past take up rates (ha)

Scenario	Net requirement (ha)	Margin of choice (2 year average take up) (ha)	Allowance for losses over plan period(ha)	Gross land requirement (ha)
Jobs growth (Oxford Economics baseline)	5.84	5.72	28	39.56

vii Including financial services, real estate, legal, accounting, IT, scientific research and development

viii Including manufacturing and waste management

ix Including wholesale trade, warehousing, postal and courier services

4 Spatial strategy and strategic policies

Scenario	Net requirement (ha)	Margin of choice (2 year average take up) (ha)	Allowance for losses over plan period(ha)	Gross land requirement (ha)
Jobs growth ("policy on")	6.83	5.72	28	40.54
Past take up	47.33	5.72	28	81.04
Labour supply (ONS 2011- based SNPP)	9.93	5.72	28	43.65

4.72 In terms of the supply of employment land, an update to the Employment Land Review site assessments identified a potential employment land supply of 97ha (gross). This included current allocations, vacant plots on existing industrial estates, land with scope for redevelopment and additional sites identified through consultation. However, much of the potential supply was found to be heavily constrained and unsuitable for facilitating business growth. Indeed, some sites currently designated for employment purposes have subsequently been granted planning consent for alternative uses. The study identified that constrained sites are most prevalent in Glossopdale and Central Area and that generally there was a shortage of sites and premises suitable for modern business needs. In accordance with the NPPF, such sites that do not have a reasonable prospect of being used for employment in their present form are proposed to be re-designated or de-allocated (Policy E5).

4.73 Sites that have been assessed as being suitable and that will support the local economy, particularly the identified growth sectors are proposed to be taken forward (Policy E2). There is also a need to safeguard some lower quality sites that play a vital role in terms of meeting the demand for low rent business accommodation for small firms.

4.74 On the basis of the broad range of employment land requirements, the availability of potentially suitable employment land and completions since the start of the plan period (2011) the Local Plan proposes to accommodate at least 45.216ha gross employment land over the plan period. A further breakdown of the nature of employment land supply proposed is provided in Table 9.

Policy S 4

Maintaining and Enhancing an Economic Base

The Council will maintain and where possible, enhance the economic base of the Plan Area. This will be achieved by:

- Making provision for the following amount of employment land to be developed during the plan period (2011-2031):

Employment land requirements 2011 to 2031^(x)

Type of employment land	Gross land requirement 2011 to 2031 (Hectares)	Completions 2011 to 2013(Hectares)	Residual land requirement 2014-2031 (Hectares)
Industrial (B1c/B2)	22.608	8.8	13.808
Office(B1a/B1b)	11.304	0	11.304
Distribution (B8)	11.304	0.86	10.444
TOTAL ^(xi)	45.216	9.66	35.556

- Supporting proposals that help to deliver the areas of economic focus and strategic priorities of the Local Enterprise Partnership
- Encouraging and making provision for a greater presence of high value and knowledge-based businesses in the Plan Area
- Encouraging and making provision for small-scale and start-up businesses including, through the support of innovation centres and managed workspace
- Supporting the appropriate improvement, enhancement and expansion of existing businesses
- Encouraging and making provision for office development, particularly within the Main Market Towns
- Supporting visitor-based service sector jobs within the local tourism industry
- Improving workforce skills by encouraging the provision of new training facilities on employment sites
- Encouraging flexible working practices via home-working where there is no adverse impact on residential amenities, and allowing the development of live-work units on residential and mixed use sites
- Protecting and promoting town centres as the focus for retail, leisure and office development
- Supporting new agricultural development, farm diversification and other development related to the rural economy that accords with Policy EQ3 (Rural Development)

Neighbourhood Plans

In order to assist in meeting the objectively assessed employment needs of the plan area Neighbourhood Plans should maximise opportunities for employment growth in sustainable locations and, where appropriate, make allocations in their plan.

x Inclusive of Neighbourhood Plan requirements

xi These figures do not represent a maximum requirement and are likely to come forward through the development of newly allocated employment sites and the redevelopment of existing employment land and premises

4 Spatial strategy and strategic policies

A minimum of 7.7ha of employment land should be allocated by the Neighbourhood Plan for Chapel-en-le-Frith Parish to support the Borough wide identified need for employment land. In the event that other Neighbourhood Plans come forward that seek to amend employment land supply, the Neighbourhood Plan should provide at least the same amount of employment land as as identified in the Local Plan for the relevant parish or Neighbourhood Area.

The provision of employment land and floorspace that meets the requirements of all local employment sectors which exist in the Plan Area will be monitored on an annual basis.

Supporting Guidance and Evidence

- Employment Land Review : 2014
- Employment Land Review Site Assessment
- D2N2 Local Enterprise Partnership Strategy and Areas of Focus
- National Planning Policy Framework: 2012
- Annual Monitoring Reports

Sub-Area Strategies

4.75 The plan area has been divided into three sub areas that each have their own characteristics and features :

- Glossopdale
- Central Area
- Buxton

4.76 The definition of these sub-areas is based upon a number of factors such as labour and housing market areas, transport links, relationship to neighbouring areas and the boundaries of Parishes and the Peak District National Park. The use of sub-areas enables more locally relevant planning approaches to be taken to different parts of the Borough and facilitates managing housing provision at a local level. Where appropriate, monitoring of development will also be done at this level as well as for the Borough.

Map 2 Local Plan Sub-Areas



Glossopdale

4.77 Glossopdale is comprised of the distinct settlements of Glossop, Hadfield, Tintwistle, Simmondley, Charlesworth and Gamesley. Glossopdale is an area of contrasts with historic mill towns, rural villages and large residential areas all contained within the dramatic landscape of the Dark Peak.

4.78 It covers an area of 2,350 hectares and has a population of over 32,400 people, the majority of which live within Glossop. This area grew as a result of the 19th century textile industry in Derbyshire, and as such much of the area is characterised by rows of workers cottages and industrial mills spreading from an historic core and high street, which is home to a diverse range of independent retailers.

4.79 The character of each settlement within the sub area is a reflection of the growth and evolution of the area over time. The historic core of Old Glossop retains its narrow winding street pattern and dominant style of stone built cottages, workshops and farm houses, while Glossop itself is defined by the rows of terraced housing and prominent mill buildings which were built to accommodate the rapid expansion of the textile industry. This industrial heritage makes an important contribution to the local distinctiveness of Glossop and as such, large areas are covered by conservation area designations to protect buildings of architectural interest from harmful development. Gamesley to the west of Glossop was built during the 1960s as residential overspill development for Manchester. The character of this area is very different to that of the historic core with brick built detached and semi detached housing arranged around a central community centre and library, shops and a school. The whole of Glossopdale has grown quite significantly since its rapid industrial expansion in the 19th century, but is now constrained by the sloping nature of the surrounding Peak District countryside. Much of the land surrounding the built up area of Glossopdale is defined as greenbelt to prevent the distinct settlements from joining up. This means that there are only limited opportunities for new greenfield development within Glossopdale.

4.80 The proximity of Glossopdale to Manchester was a major influence in the expansion of the sub area and it remains just as influential today. Glossop and Hadfield are largely commuter settlements with a large proportion of residents travelling to work outside of the High Peak, primarily to the main urban areas of Stockport, Tameside and Manchester. Public transport links to these areas are limited, although a direct rail link provides quick and direct access between Glossop, Hadfield and Manchester. The majority of commuters rely on the private car which has resulted in severe congestion, particularly through the town centre and on the A628 to the North. Problems are compounded by the large volumes of through traffic using the A57 and A628 to cross the Pennines between Manchester and South Yorkshire. Congestion on the infrastructure in and around Glossopdale is a limiting factor in enabling growth and attracting investment to the area and has a major impact on the quality of life and the environment in the sub area and neighbouring Tameside.

4.81 In response, Tameside Metropolitan Borough Council has consulted on options for addressing congestion in the area that would form the Longdendale Integrated Transport Strategy (LITS). Options included a bypass of Mottram, walking, cycling and public transport improvements and a combination of these measures. High Peak Borough Council will carefully consider further proposals as they emerge and is committed to working with partners to deliver suitable measures to help address congestion and improve accessibility in Glossopdale. This approach was adopted by the Council during the preparation of the Trans-Pennine Feasibility Study which was prepared by the Department for Transport in conjunction with the Highways England during 2014/15. The study was informed by a stakeholder reference group, including High Peak Borough Council. The study took account of development proposals in the Local Plan in determining the extent of future traffic growth. The aim of the Trans-Pennine Feasibility Study was to identify the opportunities and understand the case for future investment solutions on trans-Pennine routes that will improve connectivity between Manchester and Sheffield, and that are deliverable, affordable and offer value for money. This included the consideration of A57 and A628 in Glossopdale. The subsequent Road Investment Strategy published by Government in December 2014 proposed a £170 million investment package which included:

- Mottram Moor link road
- A57(T) to A57 link road (the Glossop Spur)

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- A628 climbing lanes
- Safety and technology improvements

4.82 A study was also announced to consider the feasibility of a Trans- Pennine Tunnel to improve road access between Manchester and Sheffield.

4.83 The above proposals will be subject to further detailed consideration, consultation and statutory procedures by the relevant agencies. The Borough Council will review and respond to the plans as they progress. Developments in the Glossopdale area that require a Transport Assessment may be required to consider the A57/A628 junction in order to further identify impacts and highlight further possible improvements. Accordingly, Transport Assessments in the Glossopdale area should be scoped with the Highways England in order to determine whether specific consideration of the A57/A628 junction is required.

4.84 Glossop is identified in the Retail Hierarchy as one of two main town centres having regard to the range of shopping and non-retail service facilities within each centre, the extent of its catchment and its current market share. Hadfield, Charlesworth and Tintwistle are identified as a larger villages.

4.85 In Glossopdale around a fifth of the working age population are employed in the manufacturing sector. Although this level has decreased significantly in recent years there has been significant growth in service sector employment over the same time scale. Glossopdale still maintains much of its industrial land used for manufacturing, although there is now an excess of employment land of this type across the High Peak. Several of the existing employment estates are of a poor quality with a high proportion of old and vacant premises. Employment land in Glossopdale requires modernisation to encourage the development of offices and work spaces to assist the diversification of the economy and support the transformation of the manufacturing economy.

4.86 Housing affordability is a key issue in Glossopdale - 19.9% of households in the area were unable to afford market housing according to the 2007 Housing Needs Survey and this has major implications for the housing types and tenures required in the area. Currently, the most prominent housing type in the area is terraced comprising 44% of the total housing stock.

4.87 Detached and semi detached properties account for 51% while only a small proportion of the population live in flats or converted houses (Hometrack, 2009). The majority of residents in the area are owner occupiers although there are significant concentrations of social rented housing, particularly in Gamesley where this accounts for more than 60% of the total stock. Gamesley is ranked within the 25% most deprived wards in Derbyshire with higher unemployment, (8.6% (August, 2009), poorer health and lower life expectancy than other wards in the sub-area. This is in stark contrast to the neighbouring ward of Simmondley which ranks amongst the 25% least deprived wards in the County. Any future development, particularly that for employment and community infrastructure should be aimed at reducing inequalities that exist over small spatial scales in Glossopdale.

4.88 Many residents choose to live in Glossop because of the high quality natural and historic landscape of the town and surrounding area. House prices are more affordable compared to Manchester while access to jobs in the city is good.

4.89 Consultation responses from the various options consultations highlighted the fact that Glossopdale is constrained by appropriate areas for development and congested roads. However, the studies undertaken (SHMA) suggest that there is a high level of housing need in the Glossopdale area.

4.90 There are several distinct settlements which make up Glossopdale, each with its own community. Maintaining these separate settlements is important both in landscape and community terms. Existing Green Belt helps to do this and it is not the intention of this Local Plan to amend any of the Green Belt boundaries in Glossopdale. Between Glossop and Hadfield, where there is no green belt, the definition of a strategic gap is necessary to maintain in the long term the separation between the two settlements.

4.91 The need for new homes in Glossopdale is necessary to meet future population and household changes and affordable housing needs. In Glossopdale past policies of housing restraint have not diminished the supply of housing, a testament to the large 'pipeline' of planning permissions built up in the area over several years. Glossopdale is the area of High Peak that is most widely influenced by Greater Manchester – with strong links to neighbouring areas of Tameside and Stockport, as well as Manchester City Centre. Despite a frequent and well patronised rail service, traffic congestion in the area remains acute, exacerbated by the trans Pennine A628 trunk road.

4.92 Collectively these constraints militate against significant development in the area. However the prevalence of old mill sites provides some additional opportunity for house building, especially where these are sites are no longer required for employment. The options consultations suggested that some growth on the edges of Glossop and in the Gamesley area could also be the best location for any modest greenfield development. The consultation also revealed very clearly the desire to see any housing in Glossopdale matched by improvements in transport infrastructure.

4.93 The most appropriate locations for future development, following the consultation exercises have been identified as:

- Land within the urban area
- Mixed-use redevelopment of poor quality employment areas such as Charlestown Works, Woods Mill, Hawkshead Mill
- Small urban extensions

4.94 Glossopdale has the capacity to capitalise on tourism because of its location on the edge of the Peak District and its heritage assets. A new hotel has recently been opened in Glossop which will help attract longer stay visitors. Woods Mill is a large area of underused land which has potential for a mixed use scheme to include leisure, employment and housing.

4.95 Glossopdale also has several heritage buildings which are in need of refurbishment. This includes the Market Hall and Town Hall. Proposals are currently being worked up to redevelop and refurbish these areas. It has long been recognised that design and materials are important elements to any development which takes place, so that new development sits comfortably with the traditional building in the area. The Glossop Design and Place Making Strategy SPD sets out the vision for the town centre. The document was prepared in close consultation with the local community and has identified the following distinct quarters of the town centre. Future planning decisions and investments should accord with the strategy.

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4.96 Derbyshire County Council has identified a need for additional school capacity to meet the forecasted increase in school places arising from the proposed additional housing provision. It has identified a potential need for new and replacement schools and nurseries at Padfield, Hadfield, Old Glossop and Charlesworth. Sites for these facilities will need to be safeguarded in the plan to ensure land is available when required. The timing of the provision of such facilities will be determined by the County Council dependent on the local school capacity and rate of future housing development.

Glossop Design and Place Making Strategy areas

Norfolk Square

A distinctive quarter at the heart of the town centre focused on the cross roads and civic life with high quality service businesses, restaurants, bars and public facilities.

High Street

To the east and west of Norfolk Square, 'a village' of independent shops and businesses to serve Glossop and the surrounding area set in an attractive and convenient environment.

Old Glossop / Manor Park

A heritage / leisure area attractive to residents and visitors alike to be protected, enhanced and linked to the rest of the town centre along Glossop Brook.

Harehills

Parkland area adjacent to the heart of the town centre focusing on Glossop Brook with the riverside walkway and George Street with its interesting mix of independent shops.

Wren Nest

An attractive gateway to the town centre with a mix of residential properties and national brand shops creating a good first impression for visitors from the west.

Howard Town

A creative mixed use area with an interesting variety of businesses, along with residential development.

Policy S 5

Glossopdale Sub-area Strategy

The Council will seek to promote the sustainable growth of Glossopdale 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. This will be achieved by:

1. Promoting and maintaining the distinct identity of the settlements which make up Glossopdale by:

- Protecting and enhancing sites designated for environmental value, including Manor Park, Howard Park and Bankswood Park, public open spaces, playing fields and outdoor sports facilities, local and European wildlife sites, recreation areas and allotments
- Protecting the designated Green Belt
- Maintaining a strategic gap between Glossop and Hadfield as identified on the Policies Map
- Identifying Local Green Spaces at George Street, Glossop and Padfield as identified on the Policies Map
- Supporting the vitality and viability of Glossop Town Centre through the delivery of the Glossop Design and Place Making Strategy, the refurbishment and enhancement of Glossop Market Hall and Town Hall and traffic management measures for George Street
- Supporting the vitality and viability of Hadfield Town Centre
- Redeveloping the Woods Mill area for a mixed use regeneration scheme
- Protecting and enhancing the historic environment
- Ensuring the redevelopment of industrial legacy sites reflects their historic character
- Ensuring that development protects and/or enhances landscape character and the setting of the Peak District National Park

2. 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 Glossopdale sub-area, including the delivery of appropriate levels of affordable housing
- Supporting the development of new housing on sustainable sites within the built-up area boundary
- Supporting the development of new housing within the mixed redevelopment of industrial legacy sites
- Ensuring that residential development avoids adverse impact on the integrity of the Peak District Moors (South Pennine Moors Phase 1) Special Protection Area, South Pennine Moors Special Area of Conservation (SAC) and Dark Peak Site of Special Scientific Interest (SSSI)

3. Encouraging the growth of local employment opportunities and supporting the diversification and growth of local business by:

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- 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 tourism
 - Safeguarding existing employment sites for industrial and business use unless specifically allocated for an alternative use.
4. 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. In particular the following sites will be safeguarded for educational purposes as identified on the Policies Map :
 - Replacement Primary School and Nursery – Rhodes Street, Padfield
 - New County Primary School and Nursery – Roughfields, Hadfield
 - Replacement Primary School and Nursery for Glossop All Saints – Church Street, Old Glossop
 - Replacement Primary School – Church Fold/Long Lane, Charlesworth
 - Working with partner organisations and developers to address congestion along the A57 and A628, to improve transport links to surrounding areas and to enable transport improvements and mitigation measures identified in the High Peak Transport Study and in the Trans-Pennine Feasibility Study (subject to further consideration). Transport Assessments in support of developments in the Glossopdale area should be scoped with Highways England and the highways authority in order to determine whether the assessment should consider impacts on A57/A628 junction and to identify mitigation measures as appropriate.
 - Supporting improvements to the range and quality of town centre retail and services in Glossop town centre.
 - Protecting land for a new railway station at Gamesley as identified on the Policies Map. This includes land for access and parking.
 - Supporting the provision of indoor and outdoor sports facilities having regard to the Councils Sport and Recreation Strategies

Supporting Guidance and Evidence

- National Planning Policy Framework: 2012
- Strategic Housing Market Assessment: 2014
- Retail Study Update: 2013
- Employment Land Review Update: 2014
- High Peak Transport Study: 2014
- Glossop Design & Place Making Strategy

Central Area

4.97 The Central Area is more rural in character than Glossopdale and covers an area of 5,275ha. It comprises three main towns New Mills, Whaley Bridge and Chapel-en-le-Frith and a number of smaller settlements including Hayfield, Chinley and Dove Holes. Approximately two thirds of the 32,893 population live in the main towns, each of which has its own distinct character, and can be largely attributed to 19th century industrial development.

4.98 The functions of the main towns differed during the industrial revolution and this is reflected in the historic character that defines large parts of these towns today. Early growth in Whaley Bridge occurred around the basin of the Peak Forest Canal as the town became an important junction for railways and waterways, transporting coal and cotton for the textile industry.

4.99 The main ribbon development of shops and services along Market Street is where many of the towns historic buildings are focused and this stretches south away from the canal basin. Although the canal is now largely redundant as a means of transporting freight, it remains an important asset to the town and makes a valuable contribution to the tourist economy. New Mills was developed as an industrial centre for textile production due to the abundance of fast flowing water through the Goyt Valley, which was used to power the mills. Many of the mills stand as icons of the industrial heritage in New Mills along the banks of the rivers Sett and Goyt. Residential and other development is situated high above the river. Chapel-en-le-Frith developed as a coaching and market town due to its central location in the area and its origins as the “Capital of the Peak”.

4.100 The main settlements are located across the lower slopes of the landscape which is predominantly characterised as Settled Valley Pastures. The Green Belt surrounds New Mills, parts of Whaley Bridge and some of the smaller settlements.

4.101 The main industry in the Central Area is manufacturing. Smaller settlements in the Central Area include Chinley, Dove Holes and Hayfield which have a slightly higher incidence of other employment types including agriculture, quarrying and other business activities. The Central area has benefited from a noticeable increase in high technology employment in recent years, particularly around Chapel-en-le-Frith.

4.102 Transport links to Manchester, Stockport and Sheffield are good with direct rail routes from New Mills, Chapel-en-le-Frith and Whaley Bridge. Although direct rail links are available within the central area, most of those working in neighbouring districts choose to travel to work by car. New Mills and Whaley Bridge are on the western edge on High Peak Borough in close proximity to adjacent conurbations.

4.103 Chapel-en-le-Frith is more centrally located and potentially is more self contained. Commuting by car has a significant impact on congestion in the area, particularly along parts of the A6 which is used to access Stockport and Manchester from Whaley Bridge, Chapel-en-le-Frith and New Mills. Town centres also act as bottle necks for through traffic. This has obvious implications for accessibility, air pollution and quality of life for local residents.

4.104 The proximity of the Peak District National Park gives certain locations, particularly Whaley Bridge and Hayfield, important roles in supporting the tourist industry as they offer good access into the National Park and areas designated as recreation zones within the Peak District. The historic character of the towns in the central area make them attractive tourist destinations in their

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own right. New Mills also has a variety of attractions including the Heritage and Information Centre Museum, the Art Theatre and Spring Bank Arts Centre, the hydro Electric scheme in the Torrs, the Millennium Bridge, and the Sett Valley Trail.

4.105 Housing affordability is a major issue in the Central Area. Many residents in the sub area cannot afford to buy market housing which is a particular issue for those in problem housing that need to move. (Housing Needs Survey 2007).

4.106 Access to services and facilities in the central area is generally good with most essential services such as GP's surgeries, schools and supermarkets within 20 mins travel time, as these are predominantly located within the main market towns, around which most of the residential population is focused. The Central Area also retains over 65% of its market share for food shopping losing only a small proportion to stores outside of High Peak (Retail Study Update, 2013). Although convenience retail provision in the Central Area is accessible, many people travel between towns within the sub-area to obtain their main food shopping. This is particularly the case in New Mills.

4.107 The main approach to development in the Local Plan is to focus growth in the Market Towns and identified larger villages where access to services, facilities and employment opportunities are more readily available. The Central Area contains a number of Market Towns and larger villages which have important roles in terms of serving and supporting their immediate surrounding rural areas.

4.108 Within the central area new development is to a large extent constrained by existing land designations and topography, and the potential for large scale new development in New Mills and Whaley Bridge is restricted. Both New Mills and Whaley Bridge are heavily constrained by the Green Belt, location of flood plains and potential high visual impact of development.

4.109 Chapel-en-le-Frith lies outside the Green Belt and surrounded by relatively flat countryside and has correspondingly fewer constraints for new development. It is also further from the nearby conurbations and has new and potential employment land with good transport links to the wider area and a range of services and facilities including a secondary school and health care facilities. Development in the Parish of Chapel-en-le-Frith will be managed through a new Neighbourhood Plan for the area. This plan will identify sites for development and address other issues such as the countryside, infrastructure and transport. As a result this Local Plan does not make specific allocations of designations for the Parish of Chapel-en-le-Frith.

4.110 Throughout the central area, particularly in the New Mills - Chapel-en-le-Frith locality, there are a number of brownfield sites, mainly 19th century mill sites. Many of these sites are currently allocated as Primary Employment Zones due to their traditional employment use but now no longer meet the requirements of modern employment uses and are in many instances constrained by their location and poor access.

4.111 The Employment Land Review found that High Peak had a surplus of poor quality industrial sites with the majority of these being located in the central area. These industrial sites have the potential to form part of the housing supply and can be reused for mixed use development without adversely affecting the employment opportunities in the plan area.

4.112 The preferred approach is therefore to develop land in the built up area boundaries, enable the redevelopment of constrained employment sites for housing, employment and other potential uses and to allocate greenfield sites in sustainable locations to meet housing needs.

4.113 Although the central part of the High Peak is treated as one sub area, it is important to recognise that it comprises three main towns each with distinct characteristics and history. Each of these towns has distinctive characteristics and features which the Local Plan shall seek to promote and enhance.

4.114 The distinctive characteristics and features of the three towns amongst the major tourist attractions in the sub area. The Peak Forest Canal and associated infrastructure including Buxworth Canal Basin and the Peak Forest Tramway are key attractions in the area and the Local Plan will seek to protect and enhance these important heritage features and help promote the area as a visitor destination. The Tramway and Peak Forest Canal also provide an important sustainable transport route for visitors and local residents alike. They link the main towns and a number of the smaller settlements in the sub area. Many of the mill sites are located on the route of the Tramway and protecting and enhancing the Tramway will be important to ensuring the sustainable redevelopment of the mill sites. The Tramway runs from Buxworth Basin to Dove Holes and it is currently possible to walk it from Buxworth to the outskirts of Chapel-en-le-Frith. A feasibility study was carried out by Entec in 2004 which considered with appropriate investment it would be possible to reinstate the full length of the tramway as a sustainable transport route. The Study has not been implemented although some interpretation has been carried out on the stretch of the Tramway from Buxworth to Chapel-en-le-Frith.

4.115 Whaley Bridge is one the main settlements in the sub area. The Bingswood Industrial Estate is located close to Whaley Bridge town centre and public transport and is adjacent to the Peak Forest Canal. It is one of the principal employment areas in the town and is an important part of the local economy, although the Employment Land Review identifies the site as being of relatively poor quality. Access to the industrial estate is currently through the town centre via a tortuous route through the canal basin in the Conservation Area and along narrow residential streets. Further development of the site is dependent on the construction of a new access bridge and associated access road into the industrial estate. The proposed new access, the Goyt Bridge, will connect from the existing Tesco service road and via a new access bridge and road connect into the northern edge of the Estate. The new access will create a number of opportunities for the area including removal of industrial traffic from the town centre and adjoining residential streets, opening up development land to the north of the existing industrial estate and improving the town centre environment in particular around the Canal Basin.

Policy S 6

Central Sub-area Strategy

The Council will seek to promote the sustainable growth of the Central Area such that it reflects the historic character of the settlements, provides increasing range of employment opportunities, promotes the growth of a sustainable tourist economy and meets the housing needs of the local community. This will be achieved by:

1. Promoting and maintaining the distinct identity of the market and mill towns by:

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- The protection of the designated Green Belt but supporting a minor green belt boundary change at Furness Vale to allow for limited growth
- Protecting and enhancing sites designated for environmental value, including Memorial Park, Whaley Bridge and High Lea Park, New Mills, public open spaces, playing fields and outdoor sports facilities, Local Nature Reserves, local and European wildlife sites, recreation areas and allotments
- Maintaining the open character of the green wedges in New Mills as identified on the policies map
- Working with partner organisations to develop the Peak Forest tramway as a multiuser trail and supporting the development of other Green Infrastructure in accordance with Local Plan Policy EQ8
- Protecting and enhancing the historic environment
- Ensuring the redevelopment of industrial legacy sites reflects their historic character
- Ensuring that development protects and/or enhances landscape character and the setting of the Peak District National Park

2. 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 Central sub-area, including the delivery of appropriate levels of affordable housing
- Supporting the development of new housing on sustainable sites within the built up area boundary primarily in Chapel-en-le-Frith, New Mills and Whaley Bridge
- Supporting the development of new housing within the mixed redevelopment of industrial legacy sites including Britannia Mill at Buxworth
- Ensuring that residential development avoids adverse impact on the integrity of the Peak District Moors (South Pennine Moors Phase 1) Special Protection Area, the South Pennine Moors Special Area of Conservation (SAC) and the Dark Peak Site of Special Scientific Interest (SSSI) - a component part of this European site

3. 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 Central area
- Supporting the creation of higher technology businesses
- Supporting the retention and provision of employment within mixed redevelopment of the industrial legacy sites
- Encouraging the growth of tourism including protecting and promoting the Peak Forest Canal and its associated infrastructure, the Buxworth Basin and the Peak Forest Tramway
- Safeguarding existing employment sites for industrial and business use unless specifically allocated for an alternative use

4. Supporting enhancements to key community services and infrastructure and connectivity to meet the needs of the local population and support growth by:

- Supporting the provision of new healthcare facilities in the area

- Working with partner organisations to enable improvements to school capacity in the area. In particular, the following sites will be safeguarded for education purposes as identified on the Policies Map:
 - Replacement Primary School for Thornsett – Hayfield Road, Diglands, New Mills
 - School playing fields for New Mills Primary School – Eaves Knoll, New Mills
 - New building for Furness Vale Primary – Park Avenue, Furness Vale
- Supporting improvements to the range and quality of town centre retail and services in Chapel-en-le-Frith, New Mills and Whaley Bridge. Proposals for additional A1 convenience floorspace in New Mills will be supported in order to address the lack of provision within the town. Out-of-centre proposals will be supported in accessible locations that are well connected to New Mills town centre by public transport.
- Working with partner organisations and developers to enable transport improvements and mitigation measures identified by the A6 Corridor Study and the High Peak Transport Study, including:
 - Additional parking to serve New Mills Newtown, Chinley and Chapel-en-le-Frith railway stations (subject to accordance with wider Local Plan policies)
 - New rail station at Chapel-en-le-Frith on ‘Great Rocks’ line (subject to consideration of its impact on existing rail services and accordance with the Chapel-en-le-Frith Neighbourhood Plan)
 - Improved pedestrian and cycling access to/from train stations in the Central Area (subject to accordance with wider Local Plan policies)
- Supporting the provision of indoor and outdoor sports facilities having regard to the Council's Sport and Recreation Strategies

Supporting Guidance and Evidence

- National Planning Policy Framework: 2012
- East Midlands Regional Plan: 2009; Policies 3 and 8
- Peak Sub-Region Strategic Housing Market Assessment: 2008
- Peak Sub-Region Joint Housing Needs Survey: 2007
- Retail Study Update: 2013
- Employment Land Review: 2014
- High peak Transport Study: 2014

Buxton Area

4.116 The town of Buxton is home to over 21,000 people in an area covering 5,275ha to the south of the High Peak Borough. Standing at approximately 1000 feet above sea level, the town is the cultural heart of the Peak District. The Spa town of Buxton became established as an important tourist destination following its expansion as a resort during the 19th century, when great

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numbers of people arrived in the town to take advantage of the natural thermal spring water and the recreational opportunities available in the surrounding countryside. As a result of this expansion, the form and look of the town was firmly established by the end of the 19th century and this is demonstrated in the wealth of historic Georgian architecture that exists in the town today.

4.117 Buxton is relatively well self-contained in comparison with other towns in the High Peak. Local industries employ a substantial proportion of residents within the town and so the pattern of out commuting to surrounding conurbations is less acute. Significant employers include the Health and Safety Executive, Tarmac Ltd and Nestle, while tourism continues to play an important role in sustaining the local economy. Approximately 6% of residents in employment work in hotels and restaurants (ONS 2007) making hospitality one of the largest employment types in the town after manufacturing, retail and health care. The University of Derby also performs a key role in the local economic structure both in terms of education and local employment. It also supports the local tourism industry by providing a range of hospitality and outdoor sports and recreation courses.

4.118 The relative self-containment evident in Buxton is backed up by the quality of the retail offer in the town. Buxton has a high quality retail offer with the majority of residents undertaking their main food shopping within the town. The town also attracts spending from residents in the High Peak Central Sub-Area as well as the surrounding Peak District National Park both for convenience retail and bulkier comparison type shopping. As a result, the town contains a significant mix of different uses including shops and businesses, hotels and leisure attractions.

4.119 The quality of the townscape and the countryside that surrounds Buxton make a valuable contribution to the quality of life and enjoyment of people living in and visiting the town and wider sub area. Buxton town centre has a strong traditional townscape, with many listed buildings and other historic features adding to the distinctive character of the sub-area. Significant features include the Grade 1 listed Crescent building, the Pavilion Gardens and Slopes historic parks, the Opera House and the former Devonshire Royal Hospital which is now houses the University of Derby. These buildings have received significant investment in recent years to maintain their prominence at the centre of the town. The Borough Council is working with partners to deliver the Buxton Crescent and Thermal Spa project. Upon completion, the scheme will provide a new hotel, retail units and a spa facility utilising the natural baths. The project will significantly strengthen Buxton's role as a tourist centre and act as a catalyst for further investment and improvements in the town.

4.120 The White Peak landscape that surrounds the town is also highly attractive and good access to this important natural resource is provided from the town centre amenities via a network of footpaths and bridleways. Sustainable linkages could be improved however, to enhance the role that Buxton plays in supporting sustainable tourism in the Peak District National Park. (Greenways Strategy).

4.121 The historic character and distinctiveness of Buxton are key to the success of the town as a thriving tourist destination. The Buxton Design and Place Making Strategy Supplementary Planning Document sets out a framework for development within the town centre, indicating the types of uses that are appropriate within certain areas and key considerations for potential developers that will aid the regeneration of the town. The overarching vision of the Place Making Strategy is for Buxton to become England's leading spa town at the heart of the Peak District, offering an experience to local people and visitors alike that is consistent with that reputation. The

Design and Place Making Strategy also identifies distinct quarters within Buxton town centre, each with their own unique character and junction. Their distinctiveness should be reinforced and nurtured to help achieve the vision for the town as follows:

Buxton Design and Place Making Strategy areas

Higher Buxton

An independent 'village' within the town centre with a diverse and interesting range of businesses including shops, galleries, cafés, bars and restaurants.

Spring Gardens

A 'smart high street' area that contains a number of national multiples, as well as local retailers, to serve Buxton and its hinterland.

The Station

A 'green gateway' to the town centre, both in terms of landscape and sustainable transport, where change has the potential to create a high quality new piece of town.

The Quadrant

A 'cosmopolitan' area with an interesting high quality mix of businesses including independent and branded shops, restaurants and bars.

The Crescent

A 'premium' area at the heart of the town centre focused on the Crescent and new spa, with links to both the University and Palace Hotel.

Pavilion Gardens

A 'green' leisure and cultural area focused on the Pavilion and the Opera House within an historic park setting.

4.122 Congestion is a key constraint in Buxton. The A6 corridor and A54 Macclesfield Road draw large volumes of traffic through the town centre including many heavy industrial vehicles which operate in the local quarrying industry. Rail services in the town only operate to the north in the direction of Manchester and so anyone accessing the town from the south is largely dependant on private transport. Bus services in the town are focused around the Market Street area creating two separate transport hubs for public transport. The volume of traffic passing through the town has a detrimental impact on environmental quality and general amenity for residents and visitors to the town and also restricts the ability of the town to grow.

4.123 The Buxton Sub-Area is comprised of 7 wards with distinct variations in demographic structure and social inequalities between them. There is a distinct difference in the age profile for instance between Corbar where the median age is 48-53 years and Stone Bench where it is 29-34

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years. Parts of the Stone Bench Ward, particularly Fairfield are where the highest levels of social deprivation in Buxton are concentrated. Index of Multiple deprivation scores which are calculated on the basis of access to housing and services, education, training and health deprivation indicate that Stone Bench is within the top 25% most deprived wards in Derbyshire.

4.124 There are opportunities for regeneration and renewal in the town, particularly where they may address inequalities that exist between wards. There are also many instances where investment could strengthen the role that Buxton plays, in providing services and facilities, including those for health and leisure to local communities within the sub-area. The topography of the town means that there are many changes in level across the town centre, creating barriers to access in key areas. Accessibility for local residents could be improved by ensuring that essential services are located within the most accessible locations.

4.125 The draft Habitats Regulations Assessment report has identified the potential for adverse effects from development on the Peak District Dales Special Area of Conservation (SAC) as a result of increasing the total phosphate load to the River Wye via discharges from the Buxton Sewage Treatment Works. However further investigation of the issue has enabled Natural England to be confident that the Sewage Treatment facility at Buxton has the ability to deliver the current water quality target for phosphate within the headroom in the existing Severn Trent Water licence. However in order to preserve that headroom, the Borough Council will require applications for development in Buxton to pay particular regard to the requirements set out in Policy EQ1 for development to adopt high water efficiency standards and measures to recycle and minimise water consumption.

4.126 Any new development within Buxton should also have regard to the Buxton Mineral Water catchment area, to ensure that the quality and quantity of mineral water is not adversely affected by new development, particularly where SUDS (Sustainable Urban Drainage Schemes) are being proposed. The mineral water source in the Buxton area may present future economic opportunities for water bottling plants, including Rockhead Spring and Buxton Mineral Water.

4.127 The relative self-containment of Buxton and the provision of accessible services and facilities within the town, make it a sustainable location for accommodating a proportion of the Local Plan housing growth. There are substantial areas of land within and around the edge of the town which can accommodate new development and contribute to sustainable economic growth and support the regeneration of certain areas. The Fairfield Link Road would be required to provide suitable access to development opportunities in Fairfield. This road would also address the environmental and traffic problems currently caused by heavy goods and other commercial vehicles which pass through the residential streets to serve the Tongue Lane Industrial Estate. The road would enable housing growth and the extension of the industrial estate. A new road is also required to provide suitable access to the housing development opportunity at Hogshaw. Both new roads would link to the A6 at Fairfield Common. Both new roads will be funded by developers. A new Local Centre is proposed to serve new housing development and the existing Harpur Hill community as set out in policies CF1 and DS20.

4.128 There are also important Heritage features in Buxton of National Importance that are to be protected. The Crescent was built as the centrepiece of the Fifth Duke of Devonshire's plans to establish a fashionable Georgian spa town in Buxton. To this day, it probably provides the single most lasting image of any visit to the town and, as a grade 1 listed building, is one of the most architecturally significant buildings in the country. The Borough Council is keen to see the potential

of Buxton's Spa heritage developed through the restoration and reuse of historic Spa buildings and investment in new Spa-related activities in a way which will perpetuate and enhance this important legacy. It is within this context that the Buxton Crescent and Spa Project has been prepared. This is a joint initiative by the Borough and County Councils to bring the Crescent, Natural Baths and Pump Room back into active use.

4.129 Planning policy will be used to ensure that Buxton's historic built environment is appropriately managed, including identified Conservation Areas, listed buildings and other heritage assets. An Area of Archaeological Interest in Buxton is also identified which indicates the likely extent of the Roman settlement of Aquae Arnemetiae. Numerous Roman finds have been made in this area and it is likely that further archaeological artifacts remain in situ. Development within this area will be carefully managed to ensure that findings are appropriately recorded and preserved.

Policy S 7

Buxton Sub-area Strategy

The Council and its partners will seek to establish Buxton as England's leading spa town and consolidate its role as the principal service centre for the Peak District. This will be achieved by:

1. Protecting and enhancing the unique character of Buxton's spa heritage, townscape and natural environment to maintain the quality of life and act as a catalyst for tourism by:

- Supporting the Crescent Spa Hotel project
- Implementing the Buxton Design and Place Making Strategy to support the distinctiveness of the following quarters of Buxton town centre: Higher Buxton, Spring Gardens, the Station, the Quadrant, the Crescent and the Pavilion Gardens. Development within these quarters should accord with the specific development principles and design guidance specified in the Design and Place Making Strategy
- Protecting the quality and supply of natural mineral water. Development, including proposals for Sustainable Drainage Systems (SuDS) should have regard to the Buxton Mineral Water Catchment Area, and Nitrate Vulnerable and Groundwater Source Protection Zones in terms of their impact on water quality and quantity
- Requiring new development to demonstrate compliance with Policy EQ1 in relation to the adoption of high water efficiency standards and measures to recycle and minimise water consumption
- Working with partner organisations through the River Wye Water Pollution Plan to protect water quality on the River Wye SSSI which is a component of the Peak District Dales Special Area of Conservation (SAC)
- Protecting and enhancing sites designated for their environmental value, including Ashwood Park, Pavilion Gardens, Buxton Country Park, Local Nature Reserves, local and European wildlife sites, public open spaces, recreation areas, playing fields and outdoor sports facilities and allotments. Developer contributions will be sought towards improvements where appropriate
- Supporting proposals to improve connectivity by public transport, walking and cycling to and from the Peak District National Park

4 Spatial strategy and strategic policies

- Supporting proposals that will contribute towards the development of Buxton as a hub for cyclists seeking to enjoy existing and proposed cycle trails in the town and connecting to the Peak District National Park. These may include proposals to improve or provide new facilities, services and infrastructure for cyclists. The Station Road area presents a key opportunity to provide a focal point for the hub due to its proximity to the proposed White Peak Loop trail, town centre, public transport and parking facilities.
- Designating two Green Wedges between Harpur Hill and Buxton to prevent coalescence and maintain the environmental and amenity value of the land, as identified on the Policies Map.
- Protecting and enhancing the historic environment
- Continuing to support regeneration projects that protect and enhance the town's spa heritage and historic character
- Ensuring that development protects and/or enhances the landscape character and the setting of the Peak District National Park

2. 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 Buxton sub-area, including the delivery of appropriate levels of affordable housing
- Supporting the development of new housing on sustainable sites within the built up area boundary primarily in Buxton
- Ensuring that residential development avoids adverse impact on the integrity of the Peak District Moors (South Pennine Moors Phase 1) Special Protection Area and the Peak District Dales Special Area of Conservation
- Supporting the provision of indoor and outdoor sports facilities having regard to the Councils Sport and Recreation Strategies

3. Encouraging the growth of local employment opportunities and supporting the diversification and growth of the local economy by:

- Allocating suitable, deliverable sites for industrial and business use sufficient to meet the economic needs of the area
- Supporting the needs of local businesses and employers
- Encouraging the growth of tourism including the provision of additional visitor accommodation and facilities that reflect Buxton's status as a spa town at the heart of the Peak District
- Safeguarding suitable existing employment sites for industrial and business use unless specifically allocated for an alternative use
- Supporting proposals to utilise naturally occurring mineral water sources that accord with wider Local Plan policies and which would support the local economy

4. Supporting enhancements to key community services, infrastructure and connectivity to allow to Buxton to consolidate its role as a self-contained service centre and support growth by:

- Supporting plans to provide new health care facilities in Buxton

- Working with partner organisations to enable improvements to school capacity in Buxton. In particular, land in public ownership will be safeguarded off Green Lane, Buxton to accommodate the re-location of outdoor sports pitches from the existing Buxton Community School site, as identified on the Policies Map. This will enable the development of additional capacity on the school site. Any scheme should include a detailed landscape and nature conservation strategy together with an ecological survey
- Supporting improvements to the range and quality of town centre retail and services
- Designating a new Local Centre at Harpur Hill to support the development of small scale convenience retail (less than 200m² net sales), business, non-residential institutions and leisure
- Working with partner organisations and developers to improve transport links to the town, increase accessibility to the town centre and minimise traffic congestion
- Safeguarding the route of the proposed Fairfield Link Road as identified on the Policies Map. The road will provide access to new developments at Hogshaw and Fairfield. The road will be funded by developer contributions.
- Working with partner organisations and developers to enable transport improvements and mitigation measures identified by the A6 Corridor Study and the High Peak Transport Study, including:
 - Additional parking to serve Buxton Station on land to the north of Station Road (further details are provided in Policy DS22)
 - Improved pedestrian and cycling access to/from Buxton Station

Supporting Guidance and Evidence

- National Planning Policy Framework: 2012
- Peak Sub-Region Joint Housing Needs Survey: 2007
- Employment Land Review
- Retail Study update :2013
- Employment Land Review: 2014
- High Peak Transport Study: 2014
- Buxton Design & Place Making Strategy
- Strategic Housing Market Assessment 2014

Environmental Quality

The strategic objectives that this section address are as follows:

- SO1: To protect and enhance the Green Infrastructure Network
- SO2: To maintain, enhance and conserve the areas distinct landscape characteristics, biodiversity, and cultural and historic environment
- SO3: To ensure that design is well designed, promotes local distinctiveness and integrates effectively with its setting
- SO4: To protect and enhance the character, appearance and setting of the towns and villages
- SO5: To address and mitigate the effects of climate change on people, wildlife and places; promoting the safeguarding and prudent sustainable use of natural resources

5.1 High Peak Borough Council has prepared a Local Plan that interprets and delivers guidance set out in the National Planning Policy Framework in a way that ensures the Council is able to deliver development that meets the specific needs, character and distinctiveness of the Local Plan area.

5.2 The spatial portrait identifies those unique elements of the plan area that the development strategy needs to address. One of the three main strategic themes is protection of the area's distinct landscape, cultural and historic environment described by the term - its Peak District Character. This section of the Local Plan sets out the preferred approach to delivering development that reflects, maintains and enhances the Borough's Peak District Character - with regard to climate change, landscape character, biodiversity, design, the built and historic environment and Ecological and Green Infrastructure Networks.

5.3 The character of the Peak District is exceptional, it is an area of national and international importance and buildings - either singly within the landscape, or collectively in towns and villages - contribute greatly to that character. The Local Plan seeks to protect Peak District Character through delivering sustainable development.

5.4 This approach is supported by the NPPF that states that the purpose of the planning system is to contribute to the achievement of sustainable development. In addition, the NPPF (paragraphs 94 - 95) requires local authorities to adopt proactive strategies to mitigate and adapt to climate change. Sustainable development is key to tackling the linked challenges of climate change, resource use, economic prosperity and social well-being, and cannot be achieved without sustainable buildings.

5.5 In the context of High Peak's strategic theme of Peak District character, sustainable building design means delivering an effective protection of the environment, both locally in terms of its special character and globally in terms of climate change. It also involves the prudent use of scarce natural resources. Sustainable design can contribute to Peak District character by helping to: deliver energy efficiency; minimise surface water run-off; protect the local environment through the conservation and improvement of habitats and contribute to the protection and enhancement of landscape character – all strategic objectives of the Local Plan.

Climate Change

5.6 In 2009, High Peak Borough Council collaborated with Derbyshire Dales District Council and the Peak District National Park to commission a feasibility study to assess the potential for renewable and low-carbon technologies (including micro-generation) across the Peak Sub-Region. The Peak Sub-Region Climate Change Study concluded that there was potential for a range of different types of renewable/low carbon technologies to be used across the area, with heat pumps being the most suitable technology for High Peak. 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.

5.7 In line with the DECC (Department of Energy and Climate Change) methodology and Natural England advice, the assessment of technical potential for the above study involved a landscape sensitivity assessment for wind. This identified the sensitivity of each landscape character area within the Peak District National Park and the remaining areas (ie outside of the National Park) of High Peak and Derbyshire Dales to wind developments. The potential for commercial scale wind energy within High Peak is heavily constrained by legislation to conserve and enhance the National Park and the need to protect its special qualities. The high quality landscapes within High Peak and outside the Park also result in reducing the potential for wind technology and bio-energy crops.

5.8 The Peak District National Park Authority's Landscape Strategy and Action Plan 2009 will be used to help assess any impact of a proposed development on the setting of the National Park and where harm to the National Park's landscape setting is identified, the Strategy will be taken into account when determining the application. Also of relevance is The Peak District National Park Authority's Supplementary Planning Document "Climate Change and Sustainable Building".

5.9 The Peak Sub-Region Climate Change 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 Code for Sustainable Homes (CSH) for new domestic development or BREEAM (Building Research Establishment Environmental Assessment Method) for new non-domestic development, where standards exist for a particular building type. However it is recognised that such a policy approach for climate change, whilst having the benefit of drawing in wider environmental issues, will involve higher development costs. The Government has since withdrawn the Code.

5.10 The approach in the Local Plan will seek to reflect the energy hierarchy set out below:

- 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

5.11 Taking these factors into account, the Council's preferred approach is to help protect and promote Peak District character through working with developers to bring forward energy efficient development including, where relevant, to a specified level of BREEAM. A significant advantage of using BREEAM is that it involves independent assessment and accreditation, overseen by the UK Accreditation Service. This means that the Council does not need to employ expert staff to

5 Development management policies

assess a development's credentials, but is able to rely on a trained and licensed independent assessor. At the same time, developers and local communities can have confidence that a development is fairly assessed against objective criteria.

5.12 The Council is able to demonstrate that policy requirements will not have an unreasonable adverse impact on development viability, when considered alongside all other requirements. The "High Peak Local Plan Viability Test incorporating site viability and deliverability appraisal" has assessed new non-residential development based on costs associated with achieving the BREEAM good standard. The evidence on economic viability shows that office and industrial forms of development are not currently viable. However it should be noted that the report makes clear that any viability issues in relation to employment uses arise not as a result of Planning Policy obligations, rather they are as a result of relatively low values for employment development at the present time. In addition, one of the important aims of schemes such as BREEAM is to drive change in the supply chain and thereby to reduce costs.

5.13 However the Council recognises that non residential development is likely to come forward not on a speculative basis but with demand for example from owner occupiers wishing to expand, or for business agglomeration reasons. On this basis, some additional flexibility is included in the Policy such that the Council will consider a case based on evidence of viability if an applicant can demonstrate that the requirement for a specific BREEAM level cannot be met. This will be considered by the Council on a case by case basis.

5.14 Non residential developments will be expected to achieve a good or above assessment using the BREEAM standards. Since the Government has withdrawn the Code for Sustainable Homes and replaced it with new optional technical housing standards, as appropriate, the Council will introduce Building Regulations optional requirements in relation to water in the Buxton Sub-Area, subject to a viability assessment. As discussed in relation to Policy S7 (Buxton Sub-Area Strategy), enhanced water efficiency standards are required in the Buxton Sub-Area in order to minimise the phosphate load into the River Wye from the Buxton Sewage Treatment Works. The River Wye forms part of the Peak District Dales Special Area of Conservation (SAC) where phosphate levels have been highlighted as a potential concern in the Habitat Regulations Assessment.

5.15 To ensure requirements do not affect the viability of new developments, or they do not adversely affect the deliverability of other objectives of the Local Plan, they will only apply to non domestic development over 1,000m². Pre-assessment (design stage) certificates that set out the estimated performance of the development against BREEAM will be required to be submitted.

5.16 The strategic approach will therefore be to address 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.

Policy EQ 1

Climate Change

The Council will adopt strategies to mitigate and adapt to climate change. In addressing the move to a low carbon future for High Peak, the Council will plan for new development in locations and ways that reduce greenhouse gas emissions and adopt the principles set out in the energy hierarchy.

The Council intends to meet part of its future energy needs through renewable or low carbon energy sources and will therefore encourage and support the provision of renewable and low carbon technologies, including both stand-alone installations, and micro-renewables integrated within new or existing development.

A low carbon future for High Peak will be achieved by:

- Requiring new development to be designed to contribute to achieving national targets to reduce greenhouse gas emissions by using land-form, layout, building orientation, tree planting, massing and landscaping to reduce likely energy consumption and resilience to increased temperatures
- Ensuring that renewable energy installations do not have an adverse impact on the integrity of any European sites, (including by project- level HRA where appropriate), wildlife sites, protected species or habitats, or the landscape and landscape setting of the Peak District National Park
- Supporting opportunities to deliver decentralised energy systems, particularly those which are powered by a renewable or low carbon source
- Supporting connection to an existing decentralised energy supply system where there is capacity to supply the proposed development, or design for a future connection where there a firm proposals for such a system
- Ensuring that renewable / low carbon energy generation developments and associated infrastructure are supported by requiring Design Statements to include an assessment of how any impacts on the environment and heritage assets, including cumulative landscape, noise and visual impacts, can be avoided and/or mitigated through careful consideration of location, scale, design and other measures
- Applications for new build residential development in the Buxton Sub-Area should meet the optional national technical requirement for water efficiency of 110 litres per person per day to minimise the phosphate load to the River Wye via discharges from the Buxton Sewage Treatment Works, unless it can be demonstrated that doing so would adversely impact on a scheme's viability.
- Unless it can be demonstrated that it would not be technically feasible or financially viable, requiring that commercial developments over 1,000m² the Building Research Establishment Environmental Assessment Method (BREEAM) good standard as a minimum
- Promoting energy efficiency and the use of renewable / low carbon energy in new development and through retro-fitting of existing buildings
- Supporting sustainable waste management by provision of space for recycling and composting

5 Development management policies

- Supporting the use of sustainable design and construction techniques including the use of recycled materials in construction, including where appropriate the local or on-site sourcing of these building materials
- Supporting high water efficiency standards and measures to recycle and minimise water consumption

Supporting Guidance and Evidence

- National Planning Policy Framework
- Climate Change Act 2008
- Renewable Energy Directive 2009
- Flood and Water Management Act 2010
- Peak Sub-Region Climate Change Study
- Low Carbon Energy Opportunities and Heat Mapping for Local Planning Areas Across the East Midlands: Final Report
- Planning for Climate Change - guidance for local authorities; April 2012
- Landscape Strategy and Action Plan; Peak District National Park Authority; 2009

Landscape Character

5.17 The High Peak landscapes are one 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.

5.18 In order to protect, and where possible enhance, landscape character - development brought forward should as a minimum both assimilate into the landscape, and avoid adverse impact on landscape quality. To achieve this, and to improve the flexibility of planning in rural areas, the Council is pursuing a landscape character based approach to managing development in the countryside.

5.19 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 land-form; 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. However non-physical attributes such as tranquility and low levels of light pollution, leading to dark skies, also form part of the character of the landscape, these latter issues are addressed through Policy EQ10: Pollution Control and Unstable Land.

5.20 Landscape Character varies dramatically across the plan area and there are significant differences between each of the three Borough Sub-Areas. These differences are described, and distinct landscape character types identified in: 'The Landscape Character of Derbyshire', (Derbyshire County Council; 2003).

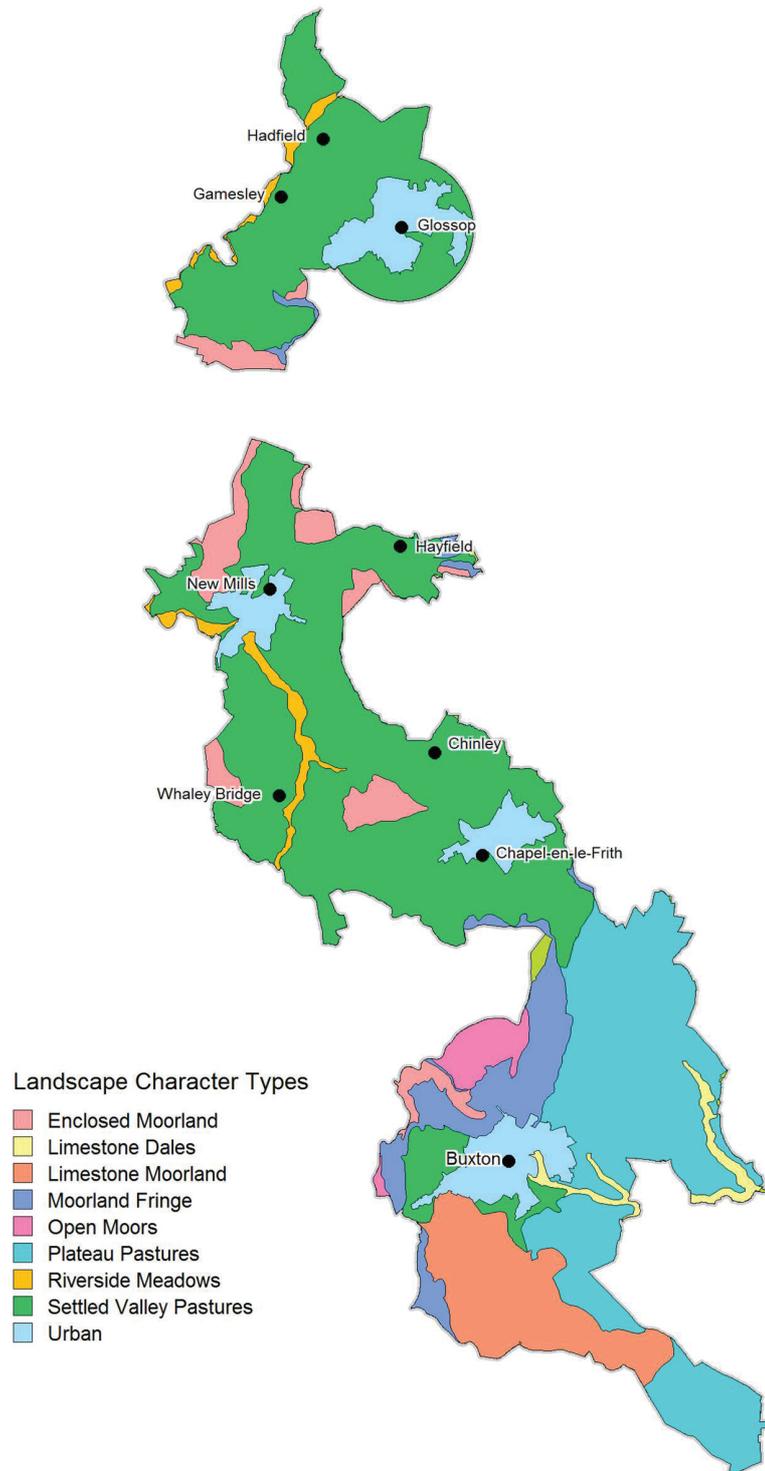
5.21 There are nine landscape character types - as marked on the proposals maps - distributed across two landscape character areas, as shown in the Table below:

Table 7 Landscape Character Types in High Peak

Character Map of England- Landscape Character Areas	High Peak Landscape Character Type
The Dark Peak	Open Moorland
	Settled Valley Pastures
	Enclosed Moorland
	Riverside Meadows
	Moorland Fringe
The White Peak	Limestone Slopes
	Plateau Pastures
	Limestone Dales
	Limestone Moorland

5.22 The Map below shows the landscape character types in the High Peak.

Map 3 Landscape Character types in the High Peak



5.23 The Council has adopted a Landscape Character Supplementary Planning Document. It is a material planning consideration and provides guidance on how measures to ensure the protection and enhancement of the landscape should be included as part of proposals for new development. The current Supplementary Planning Document will be reviewed to ensure that it is in accordance with policy EQ2.

5.24 A Landscape Impact Assessment has also been undertaken which assesses the potential landscape impacts of sites that have been identified for development in the Local Plan, and the suitability of remaining land on the edge of the key settlements for development in landscape terms in terms of any adverse impacts on the Green Belt, the landscape character of the wider countryside in the study area and on the Peak District National Park. The Assessment also identifies appropriate landscape mitigation measures for development in the plan area. These should be incorporated where appropriate.

5.25 Where the Peak District National Park's landscape setting is impacted by a proposal in the plan area, the Park Authority's Landscape Strategy and Action Plan 2009 will be taken into account when determining an application.

Policy EQ 2

Landscape Character

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

This will be achieved by:

- 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, ecological networks or other topographical features
- Requiring that development proposals are informed by, and are sympathetic to the distinctive landscape character areas as identified in the Landscape Character Supplementary Planning Document 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.
- Requiring that development proposals protect and/or enhance the character, appearance and local distinctiveness of the landscape and landscape setting of the Peak District National Park
- Resisting development which would harm or be detrimental to the character of the local and wider landscape or the setting of a settlement as identified in the Landscape Impact Assessment.

Supporting Guidance and Evidence

- National Planning Policy Framework
- High Peak Local Plan: Landscape Impact Assessment; Wardell Armstrong; January 2014
- The Landscape Character of Derbyshire; Derbyshire County Council; 2003
- Landscape Character Supplementary Planning Document; High Peak Borough Council; adopted March 2006
- Landscape Strategy and Action Plan; Peak District National Park Authority; 2009

Countryside and Greenbelt development

5.26 The landscape of the plan area is a complex combination of physical and cultural elements, developed over centuries to produce a landscape of particularly high quality. This policy is designed to protect and enhance High Peak's exceptional landscape character by exercising strict controls over development in the countryside, including the Green Belt, in order to maintain the quality of life for local residents, attract continued economic investment and to help promote the plan area as an attractive tourist location.

5.27 Land within the plan area that lies outside the settlement boundaries - as marked on the policies map - is considered countryside.

5.28 Agriculture has experienced considerable changes in recent years and many farmers are looking to diversify their operations to generate additional income. Proposals for the diversification of farm businesses - including the re-use of farm and other buildings in the countryside - will therefore generally be supported, provided that proposals do not have an adverse impact upon the character and appearance of the surrounding area.

5.29 In the event that there is an identified need for pitch provision for gypsies, travellers or travelling show people within the Plan Area, potential sites will be assessed against the criteria set out in Policy H7 and will need to be in accordance with Policy EQ3. Any planning application for gypsy and traveller pitches will also be assessed against the criteria set out in Policy H6 and will need to be in accordance with Policy EQ3

5.30 New housing in the countryside will generally not be supported. There are however a few exceptional circumstances where housing in the countryside is the only way to address a particular need. These exceptions include when accommodation is required for an agricultural worker to live in the immediate vicinity of their place of work, and homes designed to meet an identified need for affordable housing in a rural area. All development proposals for housing in the countryside must be rigorously justified.

5.31 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 on landscape quality and the setting of the Peak District National Park is minimised. Development, both individually and the cumulative impact of successive small developments, thus needs to be viewed in the context of landscape character in accordance with Local Plan Policy EQ2.

Policy EQ 3

Rural Development

Outside the settlement boundaries and sites allocated for development as defined on the Policies Map, including the Green Belt, the Council will seek to ensure that new development is strictly controlled in order to protect 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.

This will be achieved by:

- Supporting the the redevelopment of a previously developed site and/or the conversion of existing buildings for employment use provided it does not have an adverse impact on the character and appearance of the rural area
- Supporting the provision and expansion of tourist and visitor facilities in sustainable locations where identified needs are not met by existing facilities
- Supporting rural employment in the form of home working, commercial enterprises and live-work units where a rural location can be justified
- Supporting equestrian development where it does not have an adverse impact upon the character and appearance of the area
- Supporting development associated with recreational and open space uses in accessible and least environmentally sensitive locations
- Supporting proposals for agriculture and related development which help sustain existing agricultural 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
- Ensuring that all development is of a high quality design and protects or enhances landscape character and the setting of the Peak District National Park
- Allowing the following forms of new residential development:
 - A replacement dwelling provided it does not have a significantly greater impact on the existing character of the rural area than the original dwelling nor result in the loss of a building which is intrinsic to the character of the area
 - Affordable housing in accordance with Local Plan Policy H5
 - To meet an essential local need, such as a farm worker's or rural enterprise dwelling, where the need for such accommodation has been satisfactorily demonstrated and that need cannot be met elsewhere
 - Re use of redundant and disused buildings and/or the redevelopment of a previously developed site, where it does not have an adverse impact on the character and appearance of the countryside. Where the existing building is in an isolated location the development should lead to an enhancement of the immediate setting.
 - Limited infilling of a small gap capable of accommodating no more than 2 dwellings of a similar size and scale to the surrounding dwellings in an otherwise continuously built frontage

5 Development management policies

- Extensions to existing dwellings provided they are subsidiary to the building and do not have an adverse impact on the character of the landscape
- A gypsy and traveller site in accordance with Policy H6
- Development in accordance with Policy H1

5.32 The detailed boundaries of the Green Belt around High Peak - as marked on the policies map - were laid down in the North West Derbyshire Green Belt Local Plan, adopted in December 1990. The Green Belt is defined as the area northwards from Whaley Bridge between the boundaries of the Peak District National Park, Cheshire, Stockport and Tameside. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. In order to ensure that the Green Belt will endure for and beyond the plan period, the Green Belt boundary around the towns and the larger villages has been subject to a review as part of the work undertaken to prepare this High Peak Local Plan. This has resulted in the removal of some land at Furness Vale from the Green Belt.

Policy EQ 4

Green Belt Development

The Council will seek to protect the Green Belt and maintain its openness and permanence. The boundaries of the Green Belt are defined on the Policies Map.

Within the Green Belt, planning permission will not be granted for development unless it is in accordance with national planning policy.

Supporting guidance

- National Planning Policy Framework; 2012
- High Peak Local Plan: Landscape Impact Assessment; Wardell Armstrong; January 2014
- The Landscape Character of Derbyshire; Derbyshire County Council; 2003
- Landscape Character Supplementary Planning Document; High Peak Borough Council; adopted March 2006
- Landscape Strategy and Action Plan; Peak District National Park Authority; 2009

Biodiversity

5.33 The Natural Environment White Paper published in June 2011 considers that a healthy, properly functioning natural environment is the foundation of sustained economic growth, prospering communities and personal well-being. The Government is committed to halting the overall loss of England's biodiversity by 2020 and to taking a more integrated, large-scale approach to conservation, including by supporting the creation of Nature Improvement Areas, such as the Dark Peak NIA that borders the north east boundary of the plan area.

5.34 This policy is designed to contribute to the above aims by minimising the potential impacts of development on biodiversity and geodiversity and to provide net gains in biodiversity where possible. By working with partners through the Local Nature Partnership and Dark Peak NIA, the Council will help plan for biodiversity at a landscape scale across local authority boundaries.

5.35 The Plan Area has a rich biodiversity, primarily due to its rural nature. The countryside surrounding the Borough's towns and villages and bordering the Peak District National Park, comprises a patchwork of internationally, nationally, regionally and locally designated sites important for their nature conservation value.

5.36 The High Peak Plan area includes part of three nature conservation sites of international importance - as shown on the policies map - designated either as a Special Protection Area (SPA) under the EC Directive on the conservation of wild birds, or as a Special Area of Conservation (SAC) under the European Union's Habitats Directive. These together are known as European Sites. There are also eight Sites of Special Scientific Interest (SSSIs) within the Plan Area - as shown on the policies map - these are nationally recognised for their wildlife and geological interest.

5.37 The Local Plan Habitats Regulations Assessment (HRA) report, has identified the potential for adverse effects from development on the integrity of the Peak District Moors (South Pennine Moors Phase 1) SPA, the South Pennine Moors SAC, and the Peak District Dales SAC. Such adverse effects could be the result of increased emissions to air from expected traffic increases, presence of dogs, pet predation, fire setting, or disturbance of grazing animals used for site management.

5.38 If a development proposal is capable of affecting one or more of the European sites: South Pennine Moors Phase 2 SPA; Peak District Moors (South Pennine Moors Phase 1) SPA; Peak District Dales SAC and South Pennine Moors SAC, it will be considered on a case-by-case basis as to whether a project-specific Habitats Regulations Assessment (HRA) is required. This requirement is likely to vary, according to the size of development site, the "in-combination" effects and its distance from the SPA and or SAC. Advice on this should be sought from Natural England at the earliest opportunity. The Council's HRA Report includes guidance on the approach to be taken by the Council when assessing those planning applications that could have an Likely Significant Effect on a European site in view of the implications of the designated site's conservation objectives.

5.39 The Local Plan provides an opportunity to deliver some of the targets set out in the local Biodiversity Action Plan (BAP). High Peak Borough Council is a partner organisation helping to deliver the Peak District BAP which includes actions to address the needs of UK priority species and habitats, as well as plans for other habitats of local importance or interest.

5.40 There are a number of locally important wildlife or geological sites and local nature reserves dispersed throughout the plan area that are valued by local communities for their natural beauty and biodiversity value. High Peak has seven sites of importance for their geology and seven statutory Local Nature Reserves - as shown on the proposals map. In addition there are 106 High Peak Local Wildlife Sites included on the Derbyshire Wildlife Sites Register - as shown on the proposals map. Although much of the remaining countryside has no formal designation, the contribution that the wildlife and habitats within it make, to both biodiversity and the quality and distinctiveness of the landscapes of the area, is equally important.

5 Development management policies

5.41 Opportunities for biodiversity to extend into the urban areas will be sought. In particular via parks and gardens where there is space for vegetation and wildlife to thrive, and via river corridors and trails that link habitats together. The continued development of the Green Infrastructure Network will provide opportunities for links between the urban areas and the surrounding countryside to be developed. The impact of climate change on biodiversity will also be addressed by improving connectivity between habitats.

5.42 The Peak District National Park Authority has been awarded Local Nature Partnership (LNP) capacity building funding for the Peak District - including the Borough of High Peak. The Council will support the work of the partnership and assist with the delivery of its goals.

5.43 The Dark Peak Nature Improvement Area (NIA) covers 25,000 hectares of the Peak District National Park around the High Peak Plan Area. The Council will support the work of the NIA partnership, in particular with the development of long-term landscape-scale masterplans and improvements to "people corridors" - better access routes linking High Peak settlements into the surrounding countryside of the Dark Peak.

Policy EQ 5

Biodiversity

The biodiversity and geological resources of the Plan Area and its surroundings will be conserved and where possible enhanced by ensuring that development proposals will not result in significant harm to biodiversity or geodiversity interests.

This will be achieved by:

- Conserving and enhancing sites of international, European, and national importance. On these sites the Council will not permit any development proposal that has an adverse effect on the integrity of a European site (or wildlife site given the same protection as European sites under the NPPF) either alone or in combination with other plans or projects.
- Conserving and enhancing any Sites of Special Scientific Interest. On these sites the Council will not permit any development proposal which would directly or indirectly (either individually or in combination with other developments) have an adverse effect on a Site of Special Scientific Interest
- Conserving and enhancing regionally and locally designated sites. On these sites the Council will not permit any development proposal which would directly or indirectly result in significant harm to geological and biodiversity conservation interests, unless it can be demonstrated that:
 - there is no appropriate alternative site available; and
 - all statutory and regulatory requirements relating to any such proposal have been satisfied; and
 - appropriate conservation and mitigation measures are provided, such mitigation measures should ensure as a minimum no net loss and wherever possible net gain for biodiversity;

- or if it is demonstrated that this is not possible;
- the need for, and benefit of, the development is demonstrated to clearly outweigh the need to safeguard the intrinsic nature conservation value of the site and compensatory measures are implemented
- Encouraging development to include measures to contribute positively to the overall biodiversity of the Plan Area
- Working with partners to help meet the objectives and targets in the Peak District Biodiversity Action Plan or its successor
- Working with partners to protect and enhance watercourses
- Identifying local ecological networks and supporting their establishment and protection in accordance with Local Plan Policy EQ8, preferentially creating biodiversity sites where they have the potential to develop corridors between habitats (both terrestrial and freshwater)
- Working with partners in the public, private and voluntary sectors to develop and secure the implementation of projects to enhance the landscape and create or restore habitats of nature conservation value, and to secure the more effective management of land in the Plan Area and its surroundings

Supporting Guidance and Evidence

- Our life insurance, our natural capital: an EU biodiversity strategy to 2020
- Convention on Biological Diversity strategic plan for 2011 - 2020
- Biodiversity 2020: a strategy for England's wildlife and ecosystem services; 2011
- Making Space for Nature: A review of England's Wildlife Sites and Ecological Network; 2010
- Natural Environment White Paper: The Natural Choice: Securing the value of nature; 2011
- Natural Environment and Rural Communities Act; 2006
- National Planning Policy Framework; 2012
- Peak District Biodiversity Action Plan

Design and Place Making

5.44 High Peak is committed to planning positively for the achievement of high quality and inclusive design for all development. A high quality, well designed, development can enhance the sense of place and identity of an area and can bring significant benefits to the local environment and economy. Through high quality design, new development can have a positive impact on the lives of local people and visitors to the Borough.

5.45 Well-designed buildings respond to the character and setting of their surroundings and make a positive contribution to making places better for people. Towns and villages in the High Peak have a distinct local character which has been defined by their architectural and historic development as well as by 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

5 Development management policies

live and work in the area. It is important that any new development in the Plan area is capable of achieving a high standard of design - by reflecting the locally distinct character and features of the area. Development will be encouraged to enhance local character, for example through use of dry stone walls or hedge planting where appropriate, instead of post and rail fencing.

5.46 There is the opportunity for new development on the edge of settlements to improve the urban/countryside interface. This is particularly vital in areas where development may impact on the setting of the Peak District National Park which adjoins large parts of the plan area in Buxton, the Central Area and Glossopdale. Development will be required to consider this interface in its design and to protect and enhance landscape character. As such, applicants will be required to engage with the Borough Council and the Peak District National Park Authority where relevant in the early stages of drafting proposals to discuss and agree appropriate designs, layouts, boundary treatments and other measures to mitigate landscape impacts and protect the setting and character of the countryside and National Park. When applicable, such matters should be discussed at the pre-application stage.

5.47 The rich variety of architectural styles and historic features in the Local 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 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.

5.48 Sustainability is at the heart of the Council's design policies. The Council supports use of sustainable design and construction methods and is committed to delivering new homes with environmentally sustainable design that helps to save the environment, energy, water and money. New development must also be durable and should take account of the challenges of climate change and natural hazards such as flood risk.

5.49 Non-residential developments over 1,000m², should achieve as a minimum, the Building Research Establishment Environmental Assessment Method (BREEAM) good standard, where standards exist for a particular building type.

5.50 Building for Life is a national standard for well designed homes and neighbourhoods. Building for Life 12 (BfL12) is an assessment method based on 12 questions designed to consider whether a proposed housing development will create an attractive, functional and sustainable place. The Council supports use of BfL12, or a successor standard, to help structure pre-application discussions between local communities, the Council and the developer of a proposed scheme.

5.51 The Lifetime Homes Design Guide describes the design requirements for accessible homes that will meet the differing and changing needs of households as they experience life events. With an ageing population and increasing numbers of people working from home, High Peak is committed to the provision of new homes that are designed with flexibility to respond to future social, technological and economic needs. The Council will be supportive of developments that achieve the Lifetime Homes standard, or a successor standard.

5.52 Secured by Design is the official UK Police initiative supporting the principles of "designing out crime" by focusing on crime prevention of homes and commercial premises. To help ensure the design of safer places, all new development should follow the Secured by Design principles or a successor standard.

5.53 The master planning of major new housing and mixed use development schemes has a vital role in providing easy access to a choice of opportunities for sport and physical activity, making new communities more active and healthy. The Council will be supportive of developments that use Sport England "Active Design" principles, or their successor, to guide master-planning of major new housing and mixed use schemes.

5.54 Development of key sites in the Borough should be undertaken in accordance with Strategic Development Sites policies 1 to 23 which set out the sense of place that new development should create. These policies explain how the objectives of the Local Plan will apply to a specific site in order to deliver the best possible economic, social and environmental benefits.

5.55 A Residential Design Guide Supplementary Planning Document was adopted in 2005, it is intended to update this document in order to implement appropriate outcomes of the Government's Housing Standards Review (Consultation 2013), subjecting the revised Design Guide to viability testing as appropriate. The Council operates a design review panel and to help ensure high standards of design are achieved, proposed developments of local significance will be referred to this panel as part of the application process. Permission will be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Policy EQ 6

Design and Place Making

All development should be well designed and of a high quality that responds positively to both its environment and the challenge of climate change, whilst also contributing to local distinctiveness and sense of place.

This will be achieved by:

- Requiring development to be well designed to respect the character, identity and context of High Peak's townscapes and landscapes
- Requiring that development on the edge of settlement is of high quality design that protects, enhances and / or restores landscape character, particularly in relation to the setting and character of the Peak District National Park
- 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
- Requiring that development achieves a satisfactory relationship to adjacent development and does not cause unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and amenity

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- Requiring that public and private spaces are well-designed, safe, attractive, complement the built form and provide for the retention of significant landscape features such as mature trees
- Requiring that developments are easy to move through and around, incorporating well integrated car parking, pedestrian routes and, where appropriate, cycle routes and facilities
- Requiring that developments are designed to minimise opportunities for anti-social or criminal behaviour and promote safe living environments
- Requiring the inclusive design of development, including buildings and the surrounding spaces, to ensure development can be accessed and used by everyone, including disabled people
- Requiring new homes in residential developments meet environmental performance standards in accordance with Local Plan Policy EQ1;
- Requiring that commercial developments, meet environmental performance standards in accordance with Local Plan Policy EQ1
- Ensuring that development takes account of national design guidance and Supplementary Planning Documents

Supporting Guidance and Evidence

- National Planning Policy Framework; 2012
- High Peak Borough Council Residential Design Guide Supplementary Planning Document; 2005
- Building Research Establishment Environmental Assessment Method (BREEAM)
- Building for Life 12
- Lifetime Homes Design Guide
- Secured by Design - Design Guides
- Conservation Area Character Appraisals
- Buxton Design and Place Making Strategy
- Glossop Design and Place Making Strategy
- Station Road Design Framework, Buxton

Built and Historic Environment

5.56 Heritage assets are valued components of the historic environment; an asset could be a building, monument, site, place, area, or landscape. The Council recognises that heritage assets are irreplaceable resources and - through conservation measures - will manage change to assets, in ways that sustain and where appropriate, enhance their significance. In so doing, the Council will help maintain the local distinctiveness and Peak District character of the plan area, helping people to enjoy the Borough's historic environment.

5.57 The Local Plan area has a large number of designated heritage assets, with approximately 500 listed buildings. There are also 32 Conservation Areas for which there is a long-term programme of preparing Conservation Area Character Appraisals, three historic parks and gardens are included on the Register of Parks and Gardens of Special Historic Interest in England, and

the area contains 20 Scheduled Monuments - all of these are shown on the Policies Map. The Historic Environment Record (HER) database for Derbyshire is the main source of information on the area's heritage assets and is partly searchable online through the Heritage Gateway.

5.58 In addition to designated assets, the Plan Area contains numerous other non-designated heritage assets such as buildings, monuments, historic landscapes, archaeological remains and sites that provide important information on the past. These non-designated heritage assets are often fragile and also represent a non-renewable resource warranting material consideration in the planning process.

5.59 Some of the Borough's non-designated heritage assets make a significant contribution locally or regionally towards the quality of the environment. These assets deserve special consideration and recognition when making planning decisions. The Council is consequently drawing up a list of such non-designated buildings, structures, parks and gardens, cemeteries and archaeological sites considered to be of special local significance for inclusion on a Local Heritage Register.

5.60 Buxton's Area of Archaeological Interest is that in which Roman remains and artifacts have come to light, and indicates the likely extent of the Roman settlement. Archaeological remains could survive anywhere within this area. Consequently, their possible existence should be taken into account in considering any development proposals which involve below-ground disturbance. The Area of Archaeological Interest is shown on the Policies Map.

5.61 The Council recognises the importance of its heritage assets and has promoted and supported a range of heritage led regeneration projects across the Borough. In Buxton work has started on the transformation of the Grade I listed Crescent building and adjoining Grade II listed Natural Baths and Pump Room into a 79-bedroom, 5-star hotel and spa complex. This follows successful projects to convert the former Devonshire Royal Hospital into the University of Derby's Devonshire Campus and restoration works on the Buxton Opera House, Pavilion Arts Centre and Pavilion Gardens.

5.62 Glossop also has a number of fine public buildings, rich in historical and architectural significance. These landmark buildings: the Town Hall, Market Hall, Victoria Hall and Municipal Buildings are all owned by High Peak Borough Council. The Council is working to secure the necessary investment to restore the buildings, allowing them to be kept for public use.

5.63 High Peak has taken part in a pioneering new project called "Counting our Heritage". Around 50 volunteers have helped to survey Grade II listed buildings across the Borough, helping the Council and English Heritage to understand the overall condition of the buildings. The volunteers, recruited from local amenity groups, historical societies, town councils and parish councils will repeat the surveys at appropriate intervals to track the condition of the area's heritage buildings.

Policy EQ 7

Built and Historic Environment

The 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 in accordance with sub area strategies S5, S6 and S7.

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

- Listed Buildings
- Conservation Areas
- Historic Parks and Gardens
- Scheduled Monuments
- Archaeological Sites or heritage features
- Heritage trees and woodlands
- Locally listed heritage assets

This will be achieved by:

- Requiring all works that could impact on a heritage asset or its setting or sites with the potential to include assets, to be informed by a level of historical, architectural and archaeological evidence proportionate to their significance and sufficient to understand the potential impact of a proposal. Where appropriate, the Council may also require historical research and archaeological recording to be undertaken before works to a heritage asset commence
- Preventing the loss of buildings and features which make a positive contribution to the character or heritage of an area through preservation or appropriate reuse and sensitive development, including enabling development, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss or other relevant provisions of the NPPF apply.
- Ensuring that development within the Area of Archaeological Interest as identified on the Policies Map does not have a significant adverse impact on any known or yet to be discovered heritage assets. Planning conditions and/or obligations will be agreed to ensure that archaeological or heritage features are recorded and retained intact in situ. Where this is impractical, such features will be appropriately excavated and recorded prior to destruction. Within the Buxton Area of Archaeological Interest development proposals should be informed by desk-based assessment / field evaluation as appropriate to assess the potential for impacts on Roman archaeology. Where proposals are likely to affect other known important sites, sites of significant archaeological potential, or those that become known through the development process, an archaeological evaluation will be required prior to their determination
- 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, use of traditional materials and detailing,

siting and views away from and towards the heritage asset in order to ensure that the design is sympathetic and minimises harm to the asset.

- Requiring proposals for the change of use of heritage assets, including listed buildings and buildings in Conservation Areas to demonstrate that the proposal is considered to be the optimum sustainable and viable use that involves the least change to the fabric, interior and setting of the building
- Requiring development proposals in Conservation Areas to demonstrate how the proposal has taken account of the distinctive character and setting of individual Conservation Areas including open spaces and natural features and how this has been reflected in the layout, design, form, scale, mass, use of traditional materials and detailing, in accordance with Character Appraisals where available
- Requiring the retention of shop-fronts of high architectural or historical value wherever possible. Proposals for replacement shop-fronts and signage, or alterations to shop-fronts affecting heritage assets should respect the character, scale, proportion and special interest of the host building and its setting
- Continuing the programme of Conservation Area Character Appraisals
- Ensuring that appropriate heritage assets are added to the local list of buildings of architectural or historic interest
- Using Article 4 Directions to control permitted development in the Central, College, Hardwick, and Buxton Park Conservation Areas in Buxton and the Old Glossop, Higher Chisworth and New Mills Conservation Areas
- Providing occasional grant funding as resources permit to allow owners or occupiers of historic commercial buildings to improve and enhance their shop-fronts, windows, doors and signage in a traditional and sympathetic manner

Supporting Guidance and Evidence

- National Planning Policy Framework; 2012
- Derbyshire Historic Environment Record Database
- Heritage at Risk Register 2013 East Midlands
- Counting our Heritage project
- Local Heritage Register (under preparation)
- Buxton Design and Place Making Strategy
- Glossop Design and Place Making Strategy
- Torr Vale Development Brief
- Conservation Area Character Appraisals

Green Infrastructure

5.64 Development of high quality and comprehensive networks of biodiversity and green infrastructure will deliver a range of sustainable development objectives by improving opportunities to walk and cycle and to enjoy the natural assets of the Local Plan area; improving the health and well-being of local communities; helping mitigate the impacts of climate change and supporting the Borough's wildlife.

5 Development management policies

5.65 The Green Infrastructure Network of High Peak 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.

5.66 Development proposals resulting in loss of existing open space, sports and recreational buildings and land including playing fields will be determined in accordance with the NPPF and Local Plan Policy CF4.

5.67 The network within the Local Plan area, shown in the map below, includes three historic parks and gardens, eight sites of special scientific interest, 106 Local Wildlife Sites, over 960km of public rights of way and parts of three sites of international conservation importance known as Special Areas of Conservation and Special Protection Areas.

5.68 The Council will act to help create, protect, enhance and manage networks of biodiversity and green infrastructure as part of the Council's strategy for the development of sustainable and inclusive communities. Ecological and green infrastructure networks have a key role to play in providing opportunities for outdoor recreation and social interaction, improving accessibility through safe and attractive routes for walking and cycling and supporting local biodiversity.

5.69 The Table and Map below set out details of the multi-functional corridors and trails that link green spaces, residential areas and town centres together across the Local Plan area.

Map 4 Green Infrastructure Network

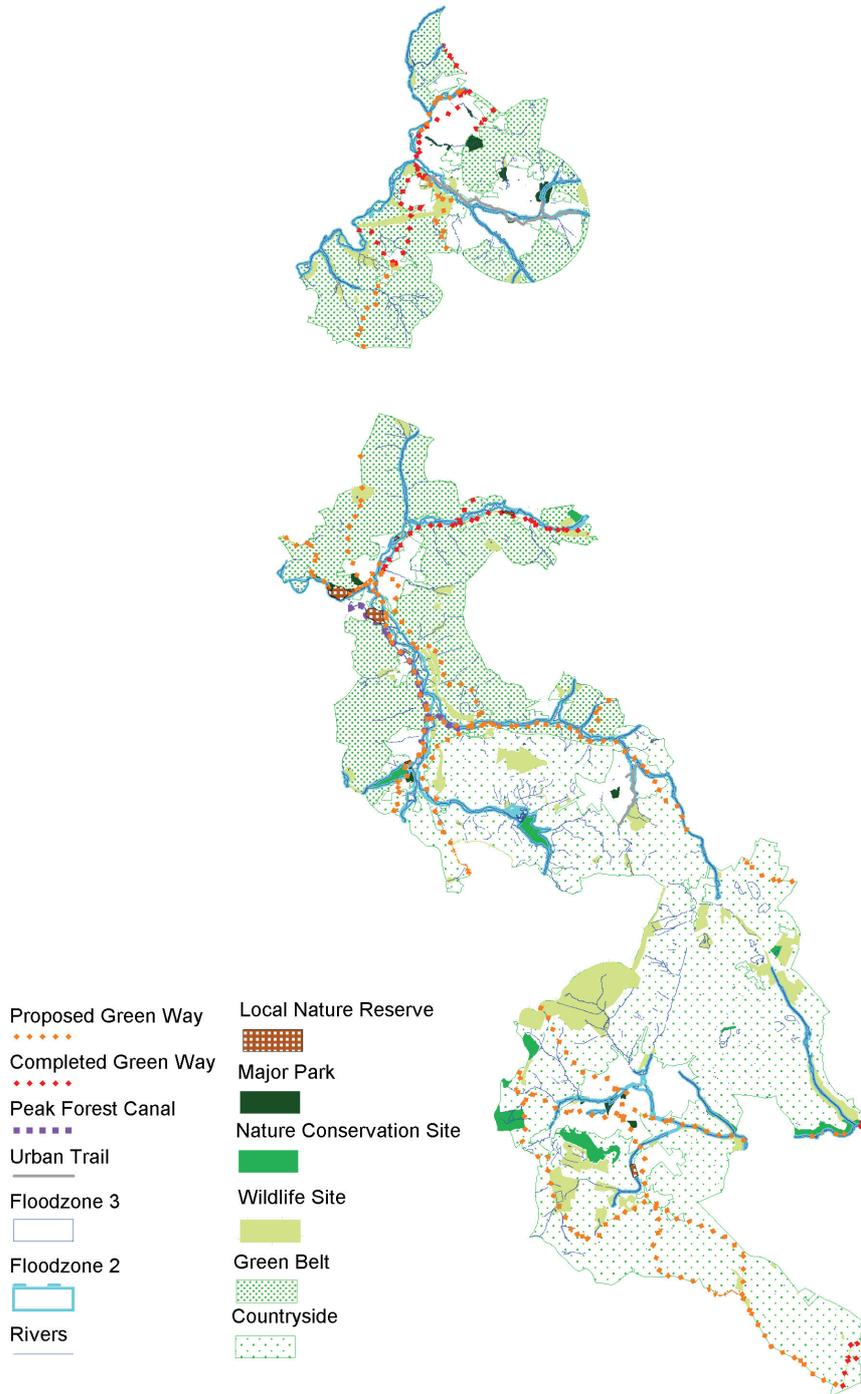


Table 8 Long Distance and Local Trails in the High Peak

Route	Type	Sub Area
Trans Pennine Trail	Long Distance Trail	Glossopdale
Midshires Way	Long Distance Trail	Central Area - Buxton
Pennine Cycleway	Long Distance Trail	Glossopdale - Central Area - Buxton
Pennine Bridleway	Long Distance Trail	Glossopdale - Central Area - Buxton
Peak Forest Canal	Canal	Central Area
Sett Valley Trail	Local Trail	Central Area
Goyt Way	Local Trail	Central Area
High Peak Trail	Local Trail	Buxton
Warmbrook Footpath	Local Trail	Central Area
Lyme to Longdendale Link	Local Trail	Central Area
Peak Forest Tramway	Local Trail	Central Area
Glossop Trail	Local Trail	Glossopdale

5.70 Although there is an existing green infrastructure network across the Local Plan area - gaps have been identified that if addressed, could strengthen the current network. The implementation of the West Derbyshire and High Peak Greenway Strategy and the completion of the Matlock to Buxton Cycle Trail (in partnership with Derbyshire County Council and the Peak District National Park) both provide opportunities to achieve improvements in the Borough's green infrastructure network.

5.71 In addition, the Council will work with partners to identify and map further components of the Borough's ecological networks, including wildlife corridors and stepping stones that connect designated nature conservation sites, along with areas identified by local partnerships for habitat restoration or creation.

Policy EQ 8

Green Infrastructure

The Council will, through partnership working, develop, protect and enhance networks of Biodiversity and Green Infrastructure.

This will be achieved by:

- 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

- Requiring that any green infrastructure development project that could result in adverse effects to a European site is subject to project-level HRA
- Requiring that development proposals, where appropriate, contribute towards the creation of new or enhancement of existing green 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
- 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
- Where appropriate, ensuring that green infrastructure helps mitigate the effects of climate change including through management of flood risk and waterways
- The protection and extension of existing long distance trails and development of a network of Greenways in accordance with the West Derbyshire and High Peak Greenway Strategy
- Working with the Dark Peak Nature Improvement Area and other partners to help create better access routes linking High Peak settlements into the surrounding countryside for tourism and recreation
- 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, in accordance with Local Plan Policy EQ5

Supporting Guidance and Evidence

- National Planning Policy Framework; 2012
- West Derbyshire and High Peak Greenway Strategy; 2008
- High Peak Green Infrastructure Network
- High Peak Ecological Network; Derbyshire Wildlife Trust (draft)
- High Peak Sport and Active Recreation Strategy 2014-2017

Trees, Woodlands and Hedgerows

5.72 Woodlands and trees are important to the quality of life and environment of the Borough. Woods, and the trees that make up a vital component of them, are essential to life. They have a myriad of different benefits for both wildlife and people. They stabilise the soil, generate oxygen, store carbon, play host to a wide variety of wildlife, as well as providing us with raw materials.

5.73 Ancient and semi-natural woodlands are not re-creatable within any practical time frame as the ecological and physical features of a site will have developed over hundreds of years. Mature and ancient woodland are an essential part of the Borough's natural capital and a significant source of biodiversity. Ancient semi-natural woodland is a priority habitat in the Peak District Biodiversity Action Plan. Trees can play a role in mitigating the effects of climate change through carbon storage and shading. They are also an important feature in creating a high quality local environment.

5 Development management policies

5.74 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.

5.75 In order to protect trees in the interest of amenity, particularly when they are considered to be at risk, the Council can make a Tree Preservation Order (TPO). The Borough Council has made over 250 such orders.

5.76 New developments will be required to ensure that any trees removed will be replaced by replanting twice the number removed. This will help to deliver net biodiversity gains, since many newly planted trees do not survive. In order to help maximise the chances of survival for replacement trees, developments should also ensure that a tree management plan is put in place.

Policy EQ 9

Trees, woodland and hedgerows

The Council will protect existing trees, woodlands and hedgerows, in particular, ancient woodland, veteran trees and ancient or species-rich hedgerows from loss or deterioration.

This will be achieved by:

- Requiring that existing woodlands, healthy, mature trees and hedgerows are retained and integrated within a proposed development unless the need for, and benefits of, the development clearly outweigh their loss
- Requiring new developments where appropriate to provide tree planting and soft landscaping, including where possible the replacement of any trees that are removed at a ratio of 2:1
- Resisting development that would directly or indirectly damage existing ancient woodland, veteran trees and ancient or species-rich hedgerows.

Supporting Guidance and Evidence

- National Planning Policy Framework; 2012
- Ancient Woodland Inventory; Natural England
- Protecting Trees: A guide to tree preservation procedures; 2012
- Peak District Biodiversity Action Plan
- Natural Environment and Rural Communities Act; 2006

Pollution Control and Unstable Land

5.77 The Council gives high priority to the control and prevention of pollution due to the negative impact it can have on human health, quality of life and the natural environment. Pollution can take the form of radiation, fumes, smoke, dust, ash, grit, litter, noise, vibration, light, heat, odour, or liquid discharges. This policy aims to protect the plan area's environment from the introduction of polluting activities or developments. The NPPF states that plan policy should aim to avoid and mitigate the impacts of potential pollution associated with development.

5.78 Developers will be required to demonstrate the potential impact of proposals on the environment and on residential amenity and the ability to mitigate to an acceptable level.

5.79 Where development sensitive to or likely to generate pollution is proposed, adequate information in the form of site reports and assessments carried out by a competent person must be supplied with the application to allow the potential or actual impacts to be assessed. Details of any mitigation required should be supplied to the Council for approval prior to commencement of the scheme.

5.80 Further assessments and reports will also be required to show that the polluting effects have been controlled to the agreed standard, and that the mitigation or remediation measures taken will remain effective for the lifetime of the pollution risk identified. The standard of investigations, assessments, including risk assessments, remedial schemes, and verification reporting must be that of current UK good practice.

5.81 The European Water Framework Directive (WFD) came into force in December 2000 and became part of UK law in December 2003. The overall aim of the Directive is to establish a strategic framework (based on river basins) for managing surface water and groundwater through common objectives and principles.

5.82 The North West River Basin Management Plan considers the protection, improvement and sustainable use of water across the North West of England up to 2015. The plan covers Glossopdale and the Central Area which both lie within the Upper Mersey catchment area. The Humber River Basin Management Plan considers the protection, improvement and sustainable use of water, including the Monks Dale catchment and River Wye in Buxton, which fall in the Upper Derwent catchment.

5.83 Future developments in the High Peak plan area have the potential to contribute both positively and negatively to Water Framework Directive objectives, including the objective to get all water-bodies to achieve "good ecological potential or status" by 2027. In particular, the development of land can impact on water bodies through surface water run-off, risking a negative impact on Ecological Status. Local Planning Authorities have a role under the WFD to help ensure that the Ecological Status of water bodies do not deteriorate as a result of new development.

5.84 Potentially noisy developments will be expected to be accompanied by an appropriate noise assessment.

5.85 Light pollution refers to the effect of excessive or intrusive lighting arising from poor or insensitive design. The Council will seek to reduce light pollution by encouraging the installation of appropriate lighting and only permitting lighting proposals which would not adversely affect

5 Development management policies

amenity or public safety. Lights should be appropriately shielded, directed to the ground and sited to minimise any impact on adjoining areas, and of a height and illumination level of the minimum required to serve their purpose.

5.86 Air quality is generally good. The High Peak Local Plan area has no Air Quality Management Areas. Transport Assessments required to accompany relevant proposals under Policy CF6 should include consideration of the impact of proposals on air quality.

5.87 Any increase in traffic flows resulting from proposed development may lead to increases in atmospheric pollutants at levels which could cause adverse impacts upon the European designated sites in the area. Such development should therefore be subject to assessment under the Habitats Regulations. Where traffic increases acidity and/or nitrogen deposition by greater than 1% of the site's critical load, this is considered a likely significant effect and requires an Appropriate Assessment. The Air Pollution Information System (APIS) provides comprehensive information regarding this issue: <http://www.apis.ac.uk/>.

5.88 The Council will ensure that new development is appropriate for its location. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and /or landowner. Known landfill sites are marked on the Policies Map.

Policy EQ 10

Pollution Control and Unstable Land

The Council will protect people and the environment from unsafe, unhealthy and polluted environments.

This will be achieved by:

- Ensuring developments avoid potential adverse effects and only permitting developments that are deemed (individually or cumulatively) to result in the following types of pollution if any remaining potential adverse effects are mitigated to an acceptable level by other environmental controls or measures included in the proposals . This may be achieved by the imposition of planning conditions or through a planning obligation. The Council will not permit any proposal that has an adverse effect on a European site:
 - 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; or
 - Other nuisance, environmental pollution or harm to amenity, health or safety
- Ensuring all new developments have regard to the actions and objectives of the Humber and North West River Basin Management Plans in striving to protect and improve the

quality of water bodies in and adjacent to the Borough, including the Rivers Etherow, Sett, Goyt and Wye, Glossop, Black and Randal Carr Brooks and their tributaries.

- Ensuring 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.

Supporting Guidance and Evidence

- National Planning Policy Framework; 2012
- River Basin Management Plans
- High Peak Air Quality Monitoring Report
- Groundwater Protection: Principles and Practice (GP3)

Flood Risk Management

5.89 The Environment Agency has prepared a series of Catchment Flood Management Plans (CFMPs) to provide an overview of the flood risk across each river catchment. The Plans recommend ways of managing those risks now and over the next 50 -100 years. The River Trent Catchment Flood Management Plan covers the Buxton area, within the CFMP's Peaks and Moorlands zone. The Upper Mersey Catchment Flood Management Plan covers both Glossopdale and the Central Sub-Areas. The former is located within the Plan's Etherow zone and the latter is in its Goyt zone.

5.90 A Level 1 Strategic Flood Risk Assessment (SFRA) has been undertaken to assess and map all forms of flood risk from groundwater, surface water, sewer and river sources, taking into account future climate change predictions. The study is used as part of the evidence base to help ensure development is directed away from areas at highest flood risk. A Viability Assessment: Level 2 SFRA has also been undertaken of the specific proposed allocations to help ensure that where development is necessary within Flood Zones 2 or 3, it is safe and will not increase flood risk elsewhere.

5.91 The Flood and Water Management Act 2010 (FWMA) brings in new roles and responsibilities for local authorities. In particular, the Act defines the role of Derbyshire County Council as a Lead Local Flood Authority - giving the County an overarching role for the coordination of Risk Management Authorities and for coordinating the management of local flood risk across Derbyshire arising from surface water, ground water or ordinary watercourses.

5.92 Derbyshire's flood risk and transport asset management team has produced a Preliminary Flood Risk Assessment (PFRA) for the County - a requirement of the Flood Risk Regulations 2009. The same team is now in the process of preparing a Local Flood Risk Management Strategy for the County (a requirement of the FWMA). Developers are advised to consult the documents when drawing up development proposals.

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5.93 As part of the PFRA the possible impacts of climate change on future flood risk within the County was investigated. Using United Kingdom Climate Projections 2009 (UKCP09) the PFRA concludes that an increase in surface water flooding is likely to be expected due to increased levels of rainfall. This policy aims to safeguard people and property from the future risks of flooding.

5.94 Derbyshire County Council has modelled surface water flooding for the whole of Derbyshire. The model output gives an indication of the broad areas likely to be at risk of surface water flooding. Output data available also includes depth, velocity and hazard (a combination of the effects of water depth, velocity and debris) mapping.

5.95 The Environment Agency publishes maps of areas predicted to be at risk from fluvial flooding. These are shown on the Policies Map as known at the time of publication of the Local Plan. However, developers are advised to check areas at risk of flooding with the Environment Agency as maps are updated frequently. Developers will also need to determine the extent and nature of the flooding anticipated.

5.96 The policy also addresses the situation where a watercourse is present on a development site. As of the 6th April 2012 Derbyshire County Council became the Consenting Authority under the Land Drainage Act (1991) for works on or near to ordinary watercourses.

5.97 Where possible, watercourses should not be culverted, as this can impede water flows and worsen flooding. Culverting also impacts on the ecological health of the watercourse. The Water Framework Directive (WFD) commits all EU member states to achieve "good ecological and chemical status" for all waters in the EU by 2015. The WFD also requires that there is no deterioration in the current status of any waterbodies in the EU. Proposals for culverting a watercourse may trigger a WFD assessment. Crossings of water courses should be made where possible by a bank top to bank top bridge system in preference to culverts.

5.98 To avoid disputes over the maintenance of watercourses, to protect them from future interference and to ensure access is available for maintenance, the layout of development should be designed so that no gardens back on to a watercourse. Applicants are advised to liaise with Derbyshire County Council for advice over the layout of developments within close proximity to ordinary watercourses and the use of suitable buffer strips.

5.99 Derbyshire County Council, as Lead Local Flood Authority, will be defined as the sustainable urban drainage systems (SuDS) Approval Body (SAB) once Schedule 3 of the FWMA is enacted (likely to be October 2014). The SAB will be responsible for approving, adopting and maintaining SuDS that meet National Standards. The County Council will also be responsible for producing local standards for SuDS.

5.100 SuDS are designed to limit the flooding and pollution problems associated with conventional drainage schemes and have a part to play in reducing flood risk to and from new development. SuDS are made up of one or more structures designed to drain surface water in a manner that will provide a more sustainable approach than the conventional practice of routing run-off through a pipe to a watercourse. SuDS can include permeable surfaces, green roofs, filter strips and swales, infiltration devices and basins or ponds.

5.101 The policy is designed to limit the impact of surface water flooding from new development. On previously developed (brown field) sites the aim should be to reduce runoff rates and volumes. On green field sites the aim should be to ensure that there is no increase in the rate and volume of surface water runoff. Surface water from new development should be discharged in the following order of priority:

1. An adequate soakaway or some other form of Sustainable Drainage System (eg pond, swale, wetland etc).
2. An attenuated discharge to watercourse.
3. An attenuated discharge to public surface water sewer
4. An attenuated discharge to public combined sewer.

Applicants wishing to discharge to public sewer will need to submit clear evidence demonstrating why alternative options are not available. Approved development proposals will be expected to be supplemented by appropriate maintenance and management regimes for surface water drainage schemes. On large sites it may be necessary to ensure the drainage proposals are part of a wider, holistic strategy which coordinates the approach to drainage between phases, between developers, and over a number of years of construction.

5.102 Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management. Development proposals should include an indicative drainage strategy to demonstrate how sustainable drainage will be incorporated into the development. The strategy should include sustainable drainage elements with attenuation, storage and treatment capacities incorporated as set out in the CIRIA SuDS Manual C697 or equivalent and updated local or national design guidance.

5.103 Proposals for SuDS should include provisions for future maintenance of these systems, and developers should consult the Borough Council and Derbyshire County Council (the SAB) about such proposals.

5.104 Please note: water supply and waste water infrastructure are addressed in a general policy relating to local infrastructure provision – see Policy CF3.

Policy EQ 11

Flood Risk Management

The Council will support development proposals that avoid areas of current or future flood risk and which do not increase the risk of flooding elsewhere, where this is viable and compatible with other policies aimed at achieving a sustainable pattern of development. When considering planning applications the Council will also have regard to all relevant Catchment Flood Management Plans and the Local Flood Risk Management Strategy.

Management of flood risk will be achieved by:

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- Only permitting development within areas at risk from flooding as defined by the Environment Agency if:
 - a sequential test as set out in the technical guidance to the NPPF demonstrates that this is the only site where the development can be located;
 - on a site which has passed the sequential test but where flood risk still exists, the sequential approach has been used to locate the most vulnerable parts of the development in the areas of lowest flood risk;
 - where necessary an exception test as set out in the technical guidance to the NPPF demonstrates that the proposed development can be accommodated with an acceptable degree of safety;
 - a site specific flood risk assessment shows that the site is protected adequately from flooding, or the scheme includes adequate flood defences or flood risk management measures;
 - it does not damage or inhibit existing flood defence and flood risk management structures or measures; and
 - it will not cause or worsen flooding on the site or elsewhere, and will reduce flood risk elsewhere where possible.

Development proposals should consider opportunities to contribute towards the objectives of the relevant Catchment Flood Management Plan. Wherever possible, development should promote the reduction of flood risk by seeking to reinstate the natural floodplain, the de-culverting of watercourses and the limiting of surface water runoff to Greenfield rates via the use of sustainable drainage techniques.

Where a watercourse is present on a development site, it should be retained or restored into a natural state and enhanced where possible. The culverting of any watercourse will not normally be permitted, and development should wherever possible remove any existing culverts and increase on-site flood storage. Development should be laid out to enable maintenance of the watercourse.

Wherever possible SuDS will be expected to contribute towards wider sustainability considerations, including amenity, recreation, conservation of biodiversity and landscape character, making use of the role that trees, woodland and other green infrastructure can play in flood alleviation and water quality control.

Supporting Guidance and Evidence

- National Planning Policy Framework; 2012
- Technical Guidance to the National Planning Policy Framework; 2012
- Strategic Flood Risk Assessment, Level 1; 2008
- Viability Assessment: Level 2 Strategic Flood Risk Assessment; 2014
- Catchment Flood Management Plans
- Preliminary Flood Risk Assessment for Derbyshire; 2011

- Local Flood Risk Management Strategy for Derbyshire
- National and Local Standards for SuDS

Economy

The strategic objectives that this section address are as follows:

- SO6: To welcome development that supports the sustainable growth and diversification of the local economy, including the mixed-use development of industrial legacy sites
- SO7: To further develop the Borough's tourism and cultural offer as part of a wider Peak District destination.

5.105 A diverse and growing local economy is an important element required for achieving sustainable development throughout the plan area. However despite the current economic downturn, the percentage of the working age population currently unemployed in High Peak (3.3%) is below the regional (4%) and national (4.1%) averages. The area also has a highly skilled workforce with High Peak residents exceeding regional and national averages for the percentage of the population educated to NVQ Level 4 and above. The proportion of people employed in the knowledge-based sectors is also now above the regional average.

5.106 However, High Peak is considered to be "economically lagging" in the Government's Rural Strategy. The average salary of residents people employed within the plan area is lower than that of people who live in High Peak, but work elsewhere. This indicates that many residents commute outside of the area to seek high wage job opportunities, particularly to neighbouring urban areas such as Manchester, Tameside and Stockport.

5.107 In recent years the number of people employed in manufacturing has declined whilst at the same time employment in services, tourism, hotels, distribution and warehousing, finance and business services has grown.

5.108 Small businesses, self-employment and home-working are an important part of the local economy. Although there has been modest business growth across the plan area new business start ups have been low in comparison with the regional average.

5.109 A priority challenge for the Derbyshire Dales and High Peak Sustainable Community Strategy and this Local Plan is to develop an economy that provides high-wage, high-skill jobs for local people. Furthermore given the scale of the agriculture industry in the area, the Employment Land Review also indicates that sustainable farm diversification schemes should be supported as a means of achieving a broader economic base.

5.110 To achieve the Sustainable Community Strategy objectives, and help improve the range of local job opportunities and reduce the need to travel long distances to work, the strategy of the plan is to complement existing employment opportunities by supporting the emerging growth sectors. The availability of suitable land for development is therefore essential.

5.111 Research undertaken as part of the Employment Land Review indicates that the local environment and quality of life offered by the area is a key locational advantage for local businesses. 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.

5.112 The availability of broadband is a significant issue in many of the more rural areas of the plan area. Where broadband is available, the level of service provided and speed of connection is often poor in comparison to urban areas. The lack of broadband is a significant deterrent to new businesses establishing in these areas, and in encouraging home working. Enhancements to broadband provision and ICT infrastructure will be pursued with partners. Support for home-working arrangements and ICT improvements will contribute towards the aim of reducing long distance commuting and relieve pressure on transport networks.

New Employment Development

5.113 New business and industrial developments will primarily be focused on designated employment sites in close proximity to other employment premises. Such locations provide better infrastructure and services for employers and are likely to have less impact on residential amenity. Business and industrial developments elsewhere within the built-up-area will also be supported to encourage economic growth, subject to the impact of the proposal on the local area. Development within the countryside will be supported where a rural location can be justified and subject to wider Local Plan policies to maintain an appropriate balance between the Local Plan objectives to both support the local economy and protect the environment.

5.114 In order to maximise the benefits for the local economy gained through new employment development, the Council has adopted a Local Employment and Skills Charter. This Charter aims to ensure that local people - especially those who are unemployed or potentially disadvantaged - as well as local businesses, can access opportunities for jobs, on-going training, or local contracts as part of major developments within the Borough. The Council will work collaboratively with applicants and stakeholders to ensure that the aims of the charter are achieved for relevant proposals.

Policy E 1

New Employment Development

New business and industrial developments in sustainable locations that contribute towards the creation and retention of a wide range of jobs, education and training opportunities will be supported. This will be achieved by:

- Supporting the development of sites allocated for future employment
- Encouraging the redevelopment, intensification and more efficient use of Primary Employment Zones where they are either not fully utilised or unsuited to modern employment requirements, particularly those sites located within the main towns and those with good access by a variety of transport modes provided that they accord with Local Plan Policy E3 and the wider Local Plan policies
- Protecting employment allocations, Primary Employment Zones and non-designated employment premises to ensure that development would not result in the loss of land or

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buildings from employment use unless the proposals accord with Local Plan Policy E4 - Change of Use on Existing Business Land and Premises

- Supporting business development outside of allocated employment sites or Primary Employment Zones but within the built up area when it would not create undue harm to the character, appearance or amenity of the area.
- Supporting business development within the countryside that accords with Local Plan Policy EQ3 - Rural Development

To increase opportunities for local employment and to ensure that the Borough's workforce is suitably skilled, the Council will, where appropriate, seek to enter into agreements with developers to contribute towards training programmes and employment support and employment access schemes.

Supporting Guidance and Evidence

- Employment Land Review Update: 2014
- Employment Land Review Site Assessments (2014)
- Sustainable Community Strategy
- High Peak Local Employment and Skills Charter

Employment Land Allocations

5.115 To enable the development of future business and industrial premises and meet identified requirements, new land is allocated for economic purposes across High Peak. The majority of employment land allocations included in the previous Local Plan adopted in 2005 are carried forward. These include land off Wren Nest Road in Glossopdale, extensions to Staden Lane and Tongue Lane industrial estates in Buxton.

5.116 A new employment land allocation is also now included in the Buxton area. An extension to Waterswallows industrial estate is proposed to reflect the recent development of the Nestle Waters bottling plant. The designation enables appropriate proposals to improve the capacity of the plant should the demand arise. The Council acknowledges the importance of the mineral water bottling sector and supports its continued growth in Buxton. Any further expansion beyond the area identified in the Local Plan should be supported by evidence to justify the extent of any expansion and to deal with highway, landscape and amenity impacts.

5.117 In addition to employment land allocations, vacant plots and the redevelopment of some land within Primary Employment Zones (Policy E3) and Industrial Legacy sites (Policy E5) will also contribute towards the availability of land for economic development. Redevelopment opportunities within Primary Employment Zones are identified in the Employment Land Review Site Assessments which will be monitored and updated on an annual basis.

Policy E 2

Employment Land Allocations

The following sites as identified on the Policies Map will be allocated for employment (use class B1b, B1c, B2 & B8) and other economic development in order to support business. Proposals for town centres uses, including B1a (office) will be required to comply with the sequential site and impact tests specified in Policy CF1. The Council will work with developers, landowners and the local community to bring forward sustainable developments in accordance with the other policies in the Local Plan.

Glossopdale

Land off Wren Nest Road, Glossop (2.5ha gross)

The developer will be required to provide a landscaping strip along the northern site boundary. An archaeological survey will be required to support proposals.

Central Area

No employment land allocations are made by the High Peak Local Plan in the Central Area. An allowance for employment development to come forward on Industrial Legacy sites (Policy E5) and Primary Employment Zones (Policy E3). A minimum of 7.7ha of employment land should be allocated by the Neighbourhood Plan for Chapel-en-le-Frith Parish to support the Borough wide identified need for employment land. In the event that other Neighbourhood Plans come forward that seek to amend employment land supply, the Neighbourhood Plan should provide at least the same amount of employment land as as identified in the Local Plan for the relevant parish or Neighbourhood Area

Buxton

Staden Lane extension (1.36ha gross)

Developers will be required to provide landscaping appropriate for its White Peak plateau pastures landscape character setting. Existing vegetation should be retained and enhanced in order to reduce visual prominence. Access can be achieved through the provision of a new junction onto Staden Lane. An alternative access through the estate will be dependant of third party access rights. If access is directly off Staden Lane, a footway link will need to be created on Staden Lane to connect the new development to the rest of the industrial estate. Consideration should also be given to the scope to connect the site to the immediate Public Rights of Way, including the Mid-Shires Way. A Transport Assessment or Transport Statement will be required depending on the scale of the proposals. Applications should be supported by an archaeological assessment and field evaluation that also considers the impact on the setting of the nearby scheduled ancient monument.

Tongue Lane extension (2ha gross) [Policy DS21]

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Development of the site should not prejudice the construction of the Fairfield Link Road. Developer contributions may be sought towards the development of the road. A Transport Assessment or Transport Statement will be required depending on the scale of the proposals. The developer will be required to undertake an Environmental Assessment to show that any proposals will not affect the integrity of the Peak District Dales Special Area of Conservation. The assessment should identify potential air quality effects and mitigation measures, if required. Applications should also be supported by an archaeological evaluation. Landscaping proposals appropriate for a White Peak plateau pastures landscape character setting will also be required. Existing vegetation should be retained and enhanced in order to further reduce visual prominence. Policy DS21 provides further detail regarding the development of this site along with the adjacent housing allocation and associated infrastructure requirements.

Waterswallows extension (5.2ha gross)

Developers will be required to provide appropriate landscaping proposals to mitigate the impact of the development. It is anticipated that the existing access fronting onto Waterswallows Lane will be used to serve the site. A Transport Assessment or Transport Statement will be required depending on the scale of the proposals. The Public Right of Way that crosses the site to the south should be safeguarded and improved as appropriate.

The Council will support an additional extension of the site beyond this allocation subject to the consideration of wider Local Plan policies, including Policies S7 (Buxton Sub-area Strategy) EQ2 (Landscape Character) and EQ3 (Rural Development).

The allocation and any further extension should only be developed and used for the purposes of the adjoining mineral water bottling plant (or successor use)

Supporting Guidance and Evidence

- National Planning Policy Framework
- Employment Land Review Update :2014
- Employment Land Review Site Assessments (2014)

Primary Employment Zones

5.118 To maintain the widest possible range of jobs and employment premises throughout the Borough, the Plan has defined a number of areas as 'Primary Employment Zones' (PEZs) which will be kept for employment uses. PEZs have been defined as industrial areas which currently provide a significant number of local jobs, or have recently done so; or have planning permission for industrial or business development; and present no serious environmental problems, either at present, or which would result from the redevelopment of the site for new industrial or business use. PEZs are defined on the Policies Map.

5.119 Proposals for business, industry and other employment generating uses will be supported. In order to maintain and enhance the vitality and viability of the Borough's town centres, applications for town centre uses should comply with relevant policies relating to the impact on town centres and the sequential test. All proposals will be determined in accordance with relevant Local Plan policies, including those relating to design, access and amenity.

5.120 Along with the employment land allocations, Primary Employment Zones will be a focal point for the majority of new industrial and business developments and activity during the plan period. Within Primary Employment Zones, this may take the form of the development of vacant land, the redevelopment of existing land and premises or the occupation of land or premises by alternative businesses.

5.121 The proposed Primary Employment Zones taken forward from the adopted Local Plan Saved Policies (2008). These have been reviewed, in the light of which changes to the Primary Employment Zone boundary at Turnlee Road / Charlestown Road, Glossop, Newtown, New Mills and Furness Vale Industrial Estate are made. The former employment land allocation adjoining Thornsett Industrial Estate has also be re-designated to form part of the Primary Employment Zone and reflect its planning history.

Policy E 3

Primary Employment Zones

Planning permission will be granted for employment developments within Primary Employment Zones, including proposals within use classes B1b, B1c, B2 and B8 and other economic development as appropriate. Proposals for town centres uses, including B1a (office) will be required to comply with the sequential site and impact tests specified in Policy CF1.

Primary Employment Zones will generally be retained for business, industry and other economic development. Applications for other uses should accord with Local Plan Policy E4 - Change of Use on Existing Business Land and Premises.

Any additional employment land generated in these areas will count towards the provision for the plan area.

The following sites are identified as Primary Employment Zones on the Policies Map:

Glossopdale

Brookfield Industrial Estate

Dinting Lane Industrial Estate

Dinting Lodge

Dinting Vale Industrial Estate

Dover Mill

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Etherow Industrial Park (Graphite Way)

Hadfield Mill

Logwood Mill

Shepley Street, Old Glossop

Surrey Street

Turnlee Road / Charlestown Road

Waterside, Hadfield

Woolley Bridge Road, Hadfield

Central Area

Botany Works, Whaley Bridge

Furness Vale Industrial Estate

Knowles Industrial Estate, Furness Vale

Land off Church Road, New Mills

New Mills Road, Hayfield

Newtown, New Mills

St. Georges Mill, New Mills

Stephanie Works, Chinley

Thornsett Industrial Estate

Watford Bridge Industrial Estate, New Mills

Buxton

Staden Lane Industrial Estate

Harpur Hill Industrial Area

Smalldale Road, Smalldale

Tongue Lane Industrial Estate

Waterswallows Road

Supporting Guidance and Evidence

- National Planning Policy Framework
- Employment Land Review Update:2014
- Employment Land Review Site Assessments (2014)

Change of Use Proposals on Existing Business Land and Premises

5.122 The Council will seek to retain employment land and premises that are required to support the local economy. Nevertheless, it is recognised that there will be circumstances during the plan period that will require the redevelopment of some employment land for other beneficial uses. Such circumstances may include changes to the financial or commercial viability of the employment use or premises that indicate that the continued employment use of the site by any business is no longer feasible. In such instances, applicants will be required to demonstrate that there no market demand for the land or premises for employment use by conducting a comprehensive marketing exercise.

5.123 There may also be circumstances where the land or building is no longer suitable for continuation of in employment use, for example the business or industrial use may no longer be compatible with neighbouring properties or uses such as housing in terms of its impact on the local environment or amenity for example.

5.124 Where a change of use on an employment site is proposed, preference will be given to mixed-use schemes that retain an element of employment uses. In particular, it is acknowledged that in some cases, some higher value enabling development may be required to support investment in buildings or infrastructure for business use.

5.125 This policy will only 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).^(xii) This policy does not apply to any business or industrial land or buildings which are allocated for an alternative use as these will have already been assessed through the plan making process.

Policy E 4

Change of Use of Existing Business Land and Premises

Development proposals involving the redevelopment or change of use of existing business or industrial land or premises (falling within Use Classes B1, B2 or B8) for non-employment uses will only be permitted where:

xii B1a (office) to C3 (dwelling houses) is a permitted change subject to a prior approval process for a temporary period up until 30 May 2015. Permitted change from B1 to state funded school. Temporary change permitted for up to 150m² from B1 to A1, A2 & A3. All permitted changes are subject to conditions as specified in the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013

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1. 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

2. 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 suitable employment land in relation to identified needs will not be permitted.

Supporting Guidance and Evidence

- National Planning Policy Framework (2012)
- Employment Land Review Update (2014)

Regenerating an Industrial Legacy

5.126 Some employment sites and premises in High Peak, particularly Glossopdale and the Central Area are the legacy of a bygone era. The majority of industrial and business premises across High Peak were constructed before 1940 when the economy and infrastructure requirements were greatly different from today. Consequently, some of the existing stock is heavily constrained by poor access, conflicts with adjacent land uses, contamination, environmental issues and buildings in poor condition or even obsolete.

5.127 The sites identified below are currently constrained in terms of their ability to support business needs and would benefit from investment. The mixed-use regeneration of these sites that supports local economic growth sectors, retain or create employment opportunities will be encouraged. Historic industrial sites often contain buildings or features of heritage value. These should be retained where viable.

Policy E 5

Regenerating an Industrial Legacy

The Council will seek to maximise the potential of constrained 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:

- 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
- Stimulating investment on constrained sites in order to encourage their beneficial re-use
- Encouraging mixed-use developments, which retain or create employment opportunities on site, particularly those that support local economic growth sectors
- Ensuring that any buildings or features of acknowledged heritage value are retained or reused where viable and feasible in accordance with Policy EQ7 and the National Planning Policy Framework

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

Glossopdale

- Woods Mill, Glossop [Policy DS1]
- Charlestown Works, Glossop [Policy DS3]
- Ferro Alloys, Glossop [Policy DS5]

Central Area

- Bingswood Industrial Estate, Whaley Bridge [Policy DS11]
- Furness Vale Business Park [Policy DS12]
- Torr Vale Mill, New Mills [Policy DS13]
- Britannia Mill, Buxworth [Policy DS10]
- Birch Vale Industrial Estate [Policy DS15]
- Land at New Mills Newtown [Policy DS14]

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

Supporting Guidance and Evidence

- National Planning Policy Framework
- Employment Land Review Update 2014
- Employment Land Review Site Assessments (2014)

Employment Land Supply

5.128 Table 9 below outlines the supply of employment land as proposed in the High Peak Local Plan. The supply is comprised of undeveloped sites allocated for future business or industrial developments and plots within Primary Employment Zones that are undeveloped or where redevelopment is likely. An estimate of the potential amount of business / industrial development that may come forward as part of the re-development of the industrial legacy sites is also included. The exact amount of business / industrial land available on the industrial legacy sites will be determined through the planning process, taking account of current development viability and needs.

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5.129 The supply of employment land, commitments and completions will be monitored annually to ensure that a sufficient supply of employment land is available during the plan period to meet the identified need. Policy S4 identifies a need for 45.216ha from 2011 to 2031. 9.66ha has been developed in the period 2011 to 2013. Consequently, the residual requirement is 35.555ha. The table indicates how this will be forthcoming from new allocations, land made available within Primary Employment Zones, industrial legacy sites and town/local centres and from existing planning commitments. This falls within the range for the objectively assessed need for employment land in the Employment Land Review Update.

Table 9 Gross employment land supply in High Peak (2014)

Sub-Area	Land available within proposed allocations (Ha)	Est. land available within Primary Employment Zones (Ha)	Est. land available within industrial legacy sites (Ha)	Town/local centre designations (Ha)	Other sites with planning permission (Ha)	Total
Glossopdale	Wren Nest Road - 2.5 TOTAL - 2.5	5.57	-0.965	0	0.5	9.535
Central Area	No allocations in Local Plan. Minimum of 7.7ha within Chapel-en-le-Frith Neighbourhood Plan TOTAL - 7.7	1.22	2.643	0	1.39	12.953
Buxton	Staden Lane - 1.36 Tongue Lane - 2.03 Waterswallows - 5.2 TOTAL - 8.59	3.86	0	Land to North of Station Road - 0.217 Spring Gardens car park - 0.2 Harpur Hill Local Centre 0.2 TOTAL - 0.617	0	13.067
TOTAL	18.79	10.65	3.608	0.617	1.89	35.555

Promoting Peak District Tourism

5.130 Tourism already makes a significant contribution to the local economy with approximately 4.4 million visitors to High Peak during 2011 spending £211 million.^(xiii) This is reflected by the Local Enterprise Partnership's identified areas of economic focus - with the visitor economy being highlighted as a key driver for the economy of Derbyshire and Nottinghamshire. Tourism also impacts on other businesses vital to the area including, retail, food and drink, creative industries and agriculture. Consequently, the sector is expected to provide an increasingly vital role in the local economy.

5.131 Much of the existing visitor spending in High Peak is within the National Park. However, the main towns outside of the National Park are destinations in their own right through the provision of facilities and attractions such as theatres, museums, visitor centres, historic parks, sports and recreation. These also support the wider Peak District tourism industry by acting as service centres

xiii STEAM 2011 data

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through the provision of complementary accommodation, services and other facilities. Many of the towns and villages within the Plan Area also provide important transport links to and from the National Park in the form of public transport services, highways and trails.

5.132 The Visit Peak District & Derbyshire Destination Management Partnership (DMP) has overall aims to:

- **INCREASE** the tourism spend in our region every year through attracting more visits and increased per capita spend per head from domestic and overseas markets.
- **IDENTIFY and EVALUATE** market opportunities and work with our industry partners to showcase and develop outstanding tourism products to attract markets and their high yielding segments.
- **PROTECT** our tourism businesses from external threats that potentially impact upon their fortunes through creative and dynamic marketing solutions that make us stand out from the crowd.
- **ENCOURAGE** residents who live within our area to support their own tourism economy by visiting and experiencing our world-rated attractions and facilities.
- **DELIVER** a world class welcome, outstanding value for money and the highest possible standard of service to our partners and visitors.

5.133 In 2007 the Derby and Derbyshire Economic Partnership commissioned a Hotel Demand Survey for Derbyshire and the Peak District. This found that the Peak District suffered from a lack of serviced accommodation, and that this was restricting the growth in overnight stays and the potential increase in the level of visitor spending. Whilst developments such as the Crescent Spa Hotel in Buxton and Travel Lodge in Glossop will help to address the situation the study suggests that Buxton and Glossop would be suitable locations for additional hotels. Hotel development in other areas could be supported subject to compliance with Policy E6. The other market towns of High Peak, namely Whaley Bridge, New Mills and Chapel-en-le-Frith offer a range of services and facilities that would support new tourist accommodation developments and therefore offer many opportunities for sustainable development.

5.134 Consequently development proposals that improve the attractiveness of the area to tourists and deliver the DMP's aims will generally be supported.

Policy E 6

Promoting Peak District Tourism and Culture

The Borough Council will support the development of Peak District tourism and culture.

This will be achieved by:

- Strengthening the tourism role of the Plan Area by 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 and consistent with environmental objectives

- Retaining and enhancing existing serviced accommodation and supporting the provision of new serviced accommodation in towns and villages in order to encourage overnight visitor stays
- Maintaining and where possible enhancing existing tourist, visitor cultural and recreational facilities
- 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
- Encouraging the development of Buxton as England's Leading Spa town
- Supporting proposals that support the creative and independent town centre of Glossop that will aim to be the first stop for visitors to the Peak District from the Manchester area
- Supporting new tourist provision and initiatives in towns and villages, and in the countryside where proposals accord with Policy EQ3
- Supporting measures within the Plan Area which would relieve tourist pressures on the most sensitive areas of the Peak District National Park and which would protect and enhance vulnerable habitats and landscapes
- Requiring that caravan, camping and chalet sites are sited in locations so as not to be prominent in the landscape and can be accommodated without adverse impact upon the character or appearance of the landscape

Supporting Guidance and Evidence

- National Planning Policy Framework: 2012
- Buxton Design and Place Making Strategy
- Glossop Design and Place Making Strategy
- Visit Peak District and Derbyshire Destination Management Partnership
- Local Enterprise Partnership Areas of Focus

Chalet accommodation, caravan and camp site developments

5.135 A wide range of tourist accommodation is required to provide choice for visitors to the Plan Area. Government advice is for planning authorities to support 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. 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 adverse impact upon the character and appearance of the landscape within which they are proposed.

Policy E 7

Chalet Accommodation, Caravan and Camp Site Developments

Development proposals involving chalet accommodation, caravan and camp sites will only be permitted where:

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1. The development would not have a prominent and adverse impact on the character and appearance of the immediate or wider landscape and;
2. Any visual impact would be well screened by existing landscape features for the whole of its proposed operating season and;
3. Any permanent structures would not be visible even during winter months when viewed from areas outside the site to which the public has access.

Supporting guidance

- National Planning Policy Framework: 2012
- Landscape Character Assessment

Housing

The Strategic Objectives that this section address are as follows:

- SO9: To provide an appropriate mix of housing types, sizes and tenures in sustainable and accessible locations to meet the needs of all residents in the Borough
- SO10: To protect existing, and support the delivery of new services, facilities and infrastructure that improve accessibility and connectivity
- SO11: To promote opportunities for healthy lifestyles and support developments that minimise risks to health
- SO12: To encourage the efficient use of previously developed land and buildings whilst minimising the use of greenfield land

5.136 The Spatial Strategy sets out the broad approach to the distribution of development across the plan area. This section seeks to set out how the housing needs of the plan area are to be met, whilst at the same time addressing the challenges of climate change, seeking to ensure that communities have appropriate access to services, facilities, community infrastructure and are able to keep healthy and safe.

5.137 The provision of sustainable, decent and affordable housing is one of the key aims of National Planning policy and a priority locally.

5.138 The following policies outline the locational requirements for new homes, phasing to ensure a continuous supply of homes throughout the plan period, the sites allocated for residential or mixed use, levels of affordable housing required, rural exception sites and requirements for gypsy, traveller and travelling show people sites.

Location of Housing Development

5.139 The Local Plan seeks to deliver a wide choice of high quality housing in appropriate locations to meet the needs of all residents in the Borough, to support the local economy and address the housing needs of the Borough. This will be achieved through a range of measures to promote housing development on suitable sites and to ensure that there is a continuous supply of land to meet the needs identified in the Local Plan.

Policy H 1

Location of Housing Development

The 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

5 Development management policies

- 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
- Supporting housing development on unallocated sites within defined built up area boundaries of the towns and larger villages
- 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

The Council will monitor actual and forecast provision, including windfall sites, through the Monitoring Report and its housing trajectory to identify a 5 year supply of deliverable housing sites against the housing requirement in the Local Plan.

The Council will give consideration to approving sustainable sites outside the defined built up area boundaries, taking into account other policies in this Local Plan, provided that

- The development would adjoin the built up area boundary and be well related with the existing pattern of development and surrounding land uses and of an appropriate scale for the settlement; and
- the development would not lead to prominent intrusion into the countryside or have a significant adverse impact on the character of the countryside; and
- it would have reasonable access by foot, cycle or public transport to schools medical services, shops and other community facilities; and
- the local and strategic infrastructure can meet the additional requirements arising from the development

If necessary the Council will review the Local Plan to bring forward additional sites for housing.

Supporting guidance

- National Planning Policy Framework: 2012
- Strategic Housing Land Availability Assessment: 2014
- Strategic Housing Market Assessment: 2014
- Strategic Housing Needs Survey

Housing allocations

5.140 In order to meet the housing target outlined in Policy S3, the following sites have been identified as suitable for development. In some cases this will be housing but in others the site may be more suitable for a mix of uses.

5.141 The issues and options consultation included a longer list of sites, and using the feedback from that consultation and other information this has been reduced to those sites which are most appropriate for development.

5.142 The number of dwellings proposed for each site is indicative only, based on net developable areas and currently known constraints. The actual number of dwellings delivered on each site may therefore differ subject to more detailed information at the time of any application. The allocated sites will give a total indicative provision for the plan area of 2,850 additional dwellings over the plan period based on an average density of 30 dwellings per hectare. In addition to the allocations in Policy H2, there are 1,200 dwellings identified to come forward on small sites in Policy S3, a further 42 dwellings allocated in the consultation draft of the Chapel Neighbourhood Plan and potential housing on allocated industrial legacy sites at Ferro Alloys, Bingswood Industrial Estate and Torr Vale which may further increase the provision for the Borough.

5.143 The phasing is indicative and has been informed by evidence from the Plan and Site Viability Study. In the policy below the sites have been categorised as either early (E), middle (M) or late (L) phases. These correspond with 5 year periods 2016-2021, 2021-2026, 2026-2031. The trajectory in appendix 2 is based on this indicative phasing. Development of these sites should meet the requirements of the other policies within the plan, particularly in relation to heritage assets.

Policy H 2

Housing Allocations

The following sites will be allocated for housing or mixed use development. The Council will work with developers and the local community to bring forward sustainable developments in accordance with the other policies in the Local Plan.

Glossopdale

Location	No of dwellings	Phase
<i>Paradise Street Hadfield (G2)</i>	28	M
<i>Roughfields Hadfield (G3)</i>	102	M
<i>North Road (G6)</i>	0 (150)	E
<i>Bute Street (G12)</i>	30	M
<i>Hawkshead Mill Old Glossop (G13)</i>	31	E
<i>Woods Mill High St East* (G16) [Policy DS1]</i>	104	M
<i>Dinting Road/Dinting Lane (G19)</i>	64	E
<i>Dinting Lane (G20) [Policy DS2]</i>	50	M
<i>Former railway museum (G23) [Policy DS2]</i>	89	L
<i>Land off Melandra Castle Road (G25)</i>	35	M
<i>Land adj to Gamesley Sidings (G26)</i>	38	M

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Location	No of dwellings	Phase
<i>Charlestown Works Glossop* (G31) [Policy DS3]</i>	0 (100)	E
<i>Adderley Place (G32) [Policy DS4]</i>	130	M
TOTAL PROVISION ON ALLOCATED SITES	701	

Central

Location	No of dwellings	Phase
<i>Derby Road New Mills (C3) [Policy DS8]</i>	107	M
<i>Ollersett Lane/Pingot Road/Laneside Road New Mills (C5, C6 ,C17,C18) [Policy DS9]</i>	239	M/L
<i>Woodside Street New Mills (C7)</i>	25	E
<i>South of Macclesfield Road (C9)</i>	0 (83)	E
<i>Buxton Road Chinley (C13)</i>	13	E
<i>Britannia Mill* (C15) [Policy DS10]</i>	50	E
<i>Furness Vale A6 (C16)</i>	39	E
<i>Furness Vale Business Park* (C19) [Policy DS12]</i>	26	L
<i>New Mills, Newtown* (C20) [Policy DS14]</i>	15	M
<i>Birch Vale Industrial Estate* (C21)[Policy DS15]</i>	100	M
TOTAL PROVISION ON ALLOCATED SITES	614	

Buxton

Location	No of dwellings	Phase
<i>Batham Gate Road Peak Dale (B1)</i>	25	E
<i>Land at Hogshaw Buxton (B3, B4) [Policy DS17]</i>	124	L
<i>Hardwick Square South Buxton (B6)</i>	30	E
<i>Market Street Depot Buxton (B7)</i>	24	E
<i>West of Tongue Lane Fairfield Buxton (B8) [Policy DS18]</i>	139	L
<i>Land off Dukes Drive Buxton (B10) [Policy DS19]</i>	338	M

Location	No of dwellings	Phase
<i>Foxlow Farm, Ashbourne Road, Buxton (B20,B21,B22) [Policy DS20]</i>	<i>0(440)</i>	<i>E/M</i>
<i>Harpur Hill College Campus (B27)</i>	<i>105</i>	<i>E</i>
<i>Station Road, Buxton (B31) [Policy DS22]</i>	<i>30</i>	<i>M</i>
TOTAL PROVISION ON ALLOCATED SITES	815	

Sites marked * are industrial legacy sites identified in Policy E5 for redevelopment including housing

Sites with [Policy DS] refer to Strategic Development Sites policies

Sites with a 0 in the number of dwellings column had planning consent for housing development upon the publication of the main modifications to the Local Plan. A zero figure is specified to avoid double counting in the Housing Trajectory (Appendix 2) where the number of dwellings with planning consent is stated alongside the projected number of homes to be delivered on allocated sites. In the event that these permissions lapse, indicative housing capacity figures for these sites are provided in brackets and in the corresponding Strategic Development Site Policy in Chapter 6.

Supporting guidance

- National Planning Policy Framework: 2012
- Strategic Housing Land Availability Assessment: 2014
- Strategic Housing Market Assessment: 2014
- Strategic Housing Needs Survey

New Housing Development

5.144 Meeting the assessed housing needs of local people is an important consideration in the plan. This is not only new homes, but the type, location and the mix of house types to create vibrant and inclusive communities

5.145 This policy will ensure that an appropriate range and mix of new homes are provided, including affordable housing for the needs of the current and future population. This can include flats, apartments, first time buyer and family homes and will be informed by the Housing Needs Survey.

5.146 As the population is ageing, consideration will need to be given to the needs of the elderly and this may mean sheltered, extra care or supported housing is required.

5 Development management policies

5.147 In order to address the changes in population structure, new homes should where possible, be designed to provide flexible, accessible accommodation that is capable of future adaptation to meet the differing and changing needs of households as they experience life events. Accordingly, new developments should aim to meet the needs of an ageing population by adhering to the optional technical housing standard for access and the new nationally described space standard.

Policy H 3

New Housing Development

The Council will require all new residential development to address the housing needs of local people by:

- a) Meeting the requirements for affordable housing within the overall provision of new residential development as set out in Policy H4
- b) Providing a range of market and affordable housing types and sizes that can reasonably meet the requirements and future needs of a wide range of household types including for the elderly and people with specialist housing needs, based on evidence from the Strategic Housing Market Assessment or successor documents
- c) Providing a mix of housing that contributes positively to the promotion of a sustainable and inclusive community taking into account the characteristics of the existing housing stock in the surrounding locality
- d) Ensuring new residential development includes a proportion of housing suitable for newly forming local households
- e) Supporting dwellings designed to provide flexible accommodation which is capable of future adaptation by seeking to achieve adequate internal space for the intended number of occupants in accordance with the Nationally Described Space Standard and delivered to meet accessibility standards set out in the Optional Requirement M4(2) of Part M of the Building Regulations.

Supporting guidance

- National Planning Policy Framework: 2012
- Strategic Housing Land Availability Assessment: 2014
- Strategic Housing Market Assessment: 2014
- Strategic Housing Needs Survey

Affordable Housing

5.148 The National Planning Policy Framework sets out that local planning authorities can seek the provision of affordable housing through the planning system where there is strong evidence on need. To demonstrate the need for affordable housing within the Peak Sub Region High Peak Borough Council and Derbyshire Dales District Council, along with the Peak District National Park Authority commissioned a Joint Housing Needs Survey, a Strategic Housing Market Assessment (SHMA), and an Affordable Housing Viability Assessment. High Peak Borough Council has commissioned updates to these studies to inform the preparation of this plan.

5.149 Affordable Housing is a key issue in the Local Plan area due in part to the high cost of houses, and the relative low incomes of resident based employment. Both the Housing Needs Survey and the Housing Market Assessment suggest that there is a significant need to increase the overall level of affordable housing provision. The Housing Needs Survey indicated a need of between 443 and 591 per annum for new affordable dwellings to meet backlog and emerging needs. The 2014 SHMA indicates that there is a net need of 526 per annum for affordable housing across the Borough.

5.150 Although the private sector remains the largest house builder in the Borough it is recognised that the provision of affordable housing can affect the profitability and, ultimately, the viability of housing development. The Affordable Housing Viability Assessment and the subsequent 2014 Plan & Site Viability Study have sought to demonstrate the levels at which housing development is capable of being delivered profitably and at the same time providing an appropriate level of affordable housing. The 2014 Plan & Site Viability Study confirms that provision up to 30% affordable housing is viable but not on all sites and that the Community Infrastructure Levy (CIL), if introduced, would impact on affordable housing delivery which would mean that there is a balance to be reached between delivering affordable housing and CIL. It should also be borne in mind that the assessment of viability was undertaken when the housing market was at its lowest.

5.151 Policy H4 therefore includes a financial viability test to justify any reduced provision of affordable housing below the required Policy level. In this respect there is sufficient flexibility in the Local Plan to address the impact on affordable housing delivery that will be created in certain instances by the introduction of CIL at the proposed rates. The Policy also sets a lower affordable housing target of 20% for smaller sites, recognising that these are less likely to be sufficiently viable to deliver the 30% required for larger sites.

5.152 There are several types of affordable housing, the predominant tenures being social rented, affordable rent or intermediate housing. The Housing Needs Survey indicated that the predominant need was for social rented units rather than shared ownership, and that 80% of all new affordable housing should be social rented and 20% shared ownership. Whilst the delivery of higher proportions of social rented properties can have an impact upon the viability of sites for developers, the availability of funding for shared ownership, both for Registered Providers and potential purchasers has been restricted in the current economic climate. The 80% rented, 20% intermediate housing is still relevant according to the updated SHMA however to better reflect the type of affordable homes available it is suggested that the split between tenure types is 30% social rented, 50% affordable rented and 20% intermediate. Consequently the local planning authority will seek to ensure that the mix of affordable housing brought forward on each site is appropriate to meet local needs, and does not have an adverse effect upon the viability of sites.

5 Development management policies

5.153 Detailed guidance on the affordable housing policies set out below will be included within an Affordable Housing Supplementary Planning Document.

Policy H 4

Affordable Housing

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

In order to address the need for affordable housing, residential developments should seek to achieve the following proportions of residential units as affordable housing :

30% affordable housing on sites of 25 units or more

20% affordable housing on sites of 5-24 units (0.16ha or larger)

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

The affordable housing provision should seek to achieve a target of 80% rented accommodation with the balance being provided as intermediate housing. These proportions may be varied where justified and with agreement with the local planning authority.

Where appropriate for specific sites, criteria setting out variations in the form the contribution should take, including tenure, will be provided in the Site Allocations Strategic Development Sites policies. Additional guidance will be provided in the Affordable Housing SPD.

Affordable housing provision should normally be provided within the development site itself and in perpetuity. In exceptional cases, the Council may allow provision off-site or a financial contribution of broadly equivalent value.

In determining applications for residential development below the above thresholds, that would increase the net overall stock of unrestricted market housing, the local planning authority will want to negotiate a financial contribution towards the provision of affordable housing on suitable sites elsewhere within the plan area.

Supporting guidance

- National Planning Policy Framework: 2012
- Strategic Housing Market Assessment: 2014
- Affordable Housing Viability Assessment

Rural Exception Sites

5.154 The past delivery of affordable housing across the plan area has occurred by negotiation with private sector housing developers, and also 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 which has been pro-actively facilitated by the Rural Housing Enabler. Affordable Housing provided on rural exception sites deliver much needed housing to those in local need. The local planning authorities will continue to support the provision of affordable housing on rural exception sites.

5.155 In smaller settlements, which may have an identified need for affordable homes, but no appropriate sites within the built up area, there may be small areas of land well related and immediately adjoining the built up area which would not normally be appropriate for development. If other requirements of the plan can be met, then in exceptional circumstances, planning permission will be granted for affordable homes in these areas.

Policy H 5

Rural Exception Sites

In exceptional circumstances, proposals for affordable housing on rural sites that would not normally be released for housing development will be supported provided that:

- The development is of a size and type which can be justified by evidence of need from a local housing needs survey
- The affordable housing would meet a genuine local need as defined in the Affordable Housing Supplementary Planning Document
- Appropriate safeguards are put in place that ensure that the housing will remain affordable for successive occupiers in perpetuity
- The site is located within or adjoining the settlement boundary of a village and is adequately served by existing services and facilities
- The development takes full account of environmental considerations, including European sites
- The development provides all affordable housing unless it can be demonstrated that an element of market housing is required to deliver a significant amount of affordable housing

Supporting guidance

- National Planning Policy Framework: 2012
- Strategic Housing Market Assessment: 2014
- Affordable Housing Viability Assessment

Gypsies, Travellers and Travelling Show People

5.156 A Derbyshire Gypsy and Traveller Accommodation Assessment (GTAA) was completed in 2008. The study looked at the pitch provision and requirements of gypsies, travellers and travelling show people across the County. It found there were a total of 93 authorised pitches in the County largely concentrated in North East Derbyshire and South Derbyshire. In the High Peak plan area it found that there were no authorised pitches and only a sporadic history of unauthorised encampments.

5.157 The Study assessed pitch requirement for the five years from mid 2007 and identified that there was the minimum requirement of 58 pitches in Derbyshire although none were required in the High Peak area. An updated GTAA is being prepared and the Council will take its findings in consideration in meeting identified need for pitches in the plan area.

5.158 The strategy will therefore be to work in partnership with the Gypsy community and other relevant agencies to facilitate the provision of the identified need, and any future need beyond 2012. Any sites that come forward outside of this partnership working will be determined by reference to a criteria based policy that seeks to ensure an appropriate balance is achieved in relation to protecting the landscape character of the area, providing adequate amenities for occupants and not having an adverse impact on residential amenity of existing properties.

Policy H 6

Gypsies, Travellers and Travelling Show People

Where a Gypsy and Traveller Needs Assessment identifies a need for pitch provision for gypsies, travellers and travelling show people within the Plan Area, the Council will work with stakeholders including other local planning authorities to ensure that the need is met.

The following considerations will be taken into account in the provision of a site or the determination of applications for gypsy and traveller sites:

- The development does not have a significant adverse impact upon the character or appearance of the landscape, sites/areas of nature conservation value, including European sites, or heritage assets
- The site should be well located on the highway network and provide safe and convenient vehicular and pedestrian access and adequate parking, and not result in a level of traffic generation which is inappropriate for roads in the area
- The site must provide adequate on site facilities for parking, storage, play and residential amenity (including basic essential services such as water and sewage disposal)
- In the case of permanent sites (other than transit sites), there should be reasonable access to schools, medical services, shops and other community facilities
- The site should not be visually intrusive nor detrimental to the amenities of adjacent occupiers
- Adequate levels of privacy and residential amenity for site occupiers should be provided

Supporting guidance

- National Planning Policy Framework: 2012
- Planning Policy for Traveller Guidance: 2012
- Strategic Housing Market Assessment: 2014
- Gypsy and traveller Viability Assessment: 2008

Community Facilities and Services

The strategic objectives that this section address are as follows:

- SO1: To protect and enhance the Green Infrastructure Network
- SO4: To protect and enhance the character, appearance and setting of the towns and villages
- SO8: To strengthen the vitality and viability of town centres by adapting to changing consumer habits in shopping and leisure
- SO10: To protect existing, and support the delivery of new services, facilities and infrastructure that improve accessibility and connectivity
- SO11: To promote opportunities for healthy lifestyles and support developments that minimise risks to health

Retail and Town Centres

5.159 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. The Local Plan also needs to respond to ongoing changes in the retail industry and the subsequent implications for town centres. With the rise of internet and "click & collect" shopping, many large retailers are consolidating their presence and focusing on flagship stores in larger towns, cities and out-of-centre retail parks. Consequently, the role of town centres in High Peak is likely to change over the plan period. In order to thrive, our town centres will need to diversify and provide a wider range of uses and activities such as leisure to help drive footfall and distinguish High Peak's centres from alternative destinations and means of shopping. Housing may also have a role to play in ensuring the vitality and viability of town centres.

5.160 The Sustainable Community Strategy Economy Action Plan identifies the need to support micro businesses, including retailers in both the market towns and villages where the local village shop provides essential services for isolated rural communities. The impact and location of proposals for new development will therefore have to be carefully considered.

Hierarchy of Centres and Requirements

5.161 An analysis of the role and function of the town centres in High Peak was undertaken in the Peak Sub-Region Retail and Town Centre Study (2009), the High Peak and Staffordshire Moorlands Quantitative Retail Study Update (2013) and subsequent Addendum (2014) . The performance and health of these centres and the need for additional retail floorspace or improvements were also considered. The location, scale and type of future retail and leisure developments should reflect the defined hierarchy of centres in High Peak as specified in Policy S2. The conclusions of the 2013 and Addendum study are summarised below.

Glossopdale

5.162 Glossop town centre is placed within the highest tier of the hierarchy of centres across High Peak. The linear town centre provides a range of small shops along its High Street which is anchored at either end with larger units at Wren Nest Mill and Howard Town Mill. Overall, the town offers a comparatively broad range of shops of services and has benefited from significant public and private sector to improve the town's shopping experience. The range of comparison retailers present in the town also help to distinguish it from the smaller centres elsewhere in High Peak.

5.163 The catchment area of Glossop currently retains the majority of its main food shopping(71%). In 2013, just under half of the expenditure within the catchment was retained within the town centre's small to medium sized food stores, including the recent development at Howard Town Mill. This represents a notable increase in main food shopping trade within the town centre in comparison with a previous assessment undertaken in 2009. An out-of-centre mainstream food store on Wren Nest Road accounts for the remainder of expenditure retained in the catchment. Over 40% of top-up food shopping expenditure is made within the town centre with the Wren Nest Road food store and local centres such as Hadfield, Charlesworth and Simmondley also providing top-up opportunities.

5.164 Contrary to the 2009 assessment, the 2013 Retail Study and Addendum have not identified an overriding need to allocate land for a food store. This is due to various factors, including a limited quantitative capacity in the short to medium term of the plan period, an increase in market share of main food shopping retained by the town centre and the broad range of choice already available. The need for additional retail will be reviewed again during the plan period. This will be informed by annual monitoring data of vacancy rates in Glossop town centre. Applications for retail of 200m² or above outside of the town centre should comply with the impact and sequential test requirement outlined in this policy.

5.165 Nearly 40% of comparison goods expenditure (non-bulky and bulky goods)^(xiv) is retained in Glossop with the town centre and the edge-of-centre Wren Nest Retail Park being the local main destinations. Nevertheless, the majority of residents spending on non-food goods is currently made in the neighbouring centres of Ashton-under-Lyne, Stockport and Manchester. Whilst a sizable capacity for additional comparison goods floorspace has been identified towards the end on the plan period, the Retail Study did not recommend that land was allocated to accommodate the capacity on the basis that the new Howard Town Mill development which is not fully let is likely to satisfy commercial requirements. Furthermore, it was considered that the Wren Nest Retail Park development and adjacent food store adequately meet local shopping needs for bulky goods.

5.166 Elsewhere, in Glossopdale, smaller settlements and neighbourhoods such as Hadfield, Charlesworth, Tintwistle, Simmondley and Gamesley provide a small number of services and local shops for daily top-up needs that should be retained when possible. In accordance with Policy S2, significant retail development in these location is not anticipated.

5.167 In relation to leisure, Glossop town centre provides a traditional offer of public houses and restaurants. Indoor sports and recreation facilities are provided across a range of destinations in and around the town centre. The Partington Players Theatre also complements Glossop's

xiv Non-bulky goods includes items such as clothing and CD's/DVD's. Bulky goods includes furniture, DIY, garden, pet and large electrical goods

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evening economy. The town lacks a cinema with resident's travelling to provision elsewhere, particularly Ashton Moss. However, due to the proximity of Glossop to Manchester and Ashton-under-Lyne, the Retail Study concluded that the town is unlikely to be able to attract sufficient commercial demand to plan for major improvements in its offer. Nevertheless, it is recognised that leisure will play a role in supporting the town centre. As such, proposals for leisure in Glossop will be supported, subject to wider policy considerations such as the sequential test and impact considerations where applicable.

Central Area

5.168 The Central Area includes the three small town centres of Chapel-en-le-Frith, New Mills and Whaley Bridge.

5.169 The Central Area catchment as a whole retains the majority (64%) of main food shopping expenditure with large food stores in Whaley Bridge and Chapel-en-le-Frith. A similar proportion of top-up convenience expenditure is also retained in the catchment across the variety of units, including local town centre shops in all three small market towns and local centres such as Chinley.

5.170 Whilst the overall catchment retains a reasonable proportion of main food expenditure, catchment New Mills is currently lacking in terms of provision with a number of residents travelling to foodstores in Whaley Bridge or elsewhere for their main food shopping. The Retail Study (Addendum) identified a quantitative capacity of 945m² (gross) for convenience retail in the Central Area by 2031. Due to the need for a store to provide a comprehensive offer, the study concluded that a higher level of floorspace could be supported. Given the spatial deficiency in the catchment, the study recommended that New Mills should be the first priority for new development. To help broaden range of choice in the catchment, the provision of a deep discount store is likely to be appropriate.

5.171 No site in New Mills town centre or edge-of-centre has been identified to accommodate development and opportunities are limited. Consequently, proposals for a food store in an out-of-centre location that is easily accessible to New Mills town centre will be considered. Proposals will still need to comply with the impact and sequential site selection tests.

5.172 All three town centres have a limited comparison goods retail offer in relation to the main town centres of Glossop and Buxton. The majority of non-food shopping is conducted outside of the Central Area in larger centres such as Buxton, Stockport and Manchester. However, given the size of the towns in the Central Area, and their close proximity to higher order centres, there is not scope for a significant increase the amount of non food floorspace. Capacity for additional comparison goods retail is further diminished once committed developments in Whaley Bridge are taken into account. The focus will therefore be on consolidating the existing comparison offer. Local restaurants, public houses, and leisure centres provide a range of recreational opportunities although residents travel into Greater Manchester to visit the cinema. Due to the size of the towns, it is unlikely that there will be a significant increase in leisure provision. As such, no sites are specifically allocated for leisure. However, leisure proposals will be supported subject to wider policy requirements.

5.173 Villages in the Central Area, including Chinley and Hayfield provide important services and small shops to meet local needs that will be protected where possible.

Buxton

5.174 Buxton town centre is placed within the highest tier of the hierarchy of centres across High Peak. The town centre offers a comparatively broad range of shops of services that serve the town and wider area. The range of comparison retailers present in the town also helps to attract shoppers from elsewhere, including the Central Area. Buxton functions as the main town centre within the south of High Peak. The Spring Gardens area, including The Springs indoor shopping centre provides the highest concentration of national retailers in the town. Elsewhere, the Market Place and High Street provide a more locally distinctive offer with smaller scale units, independent shops, restaurants and public houses.

5.175 Buxton retains much of its main food shopping expenditure (87%). Trade is also drawn in from elsewhere in High Peak and the Bakewell area. Around half of the main food expenditure retained in Buxton is made at the out-of-centre food store on Bakewell Road (42%). This is a lower proportion than that previously identified in 2009. This is largely due to town centre and edge-of-centre stores increasing their market share. Top-up shopping patterns have also changed since 2009. The market share of town centre independent traders and the food store on Bakewell Road has fallen whilst trade at town centre and edge-of-centre food stores has again increased.

5.176 Due to the increase in market share held by town centre and edge-of-centre retailers and the broad range of food retail offered in these locations, the 2013 Retail Study has not identified a need to plan for an additional food store in the short to mid phase of the Local Plan. This is a departure from the recommendations of the 2009 Study. Notwithstanding the latest study, proposals for additional food retail will be supported within the designated Primary Shopping Area, subject to wider policy considerations such as design and access. In addition to these requirements, the Retail Study recommends that applications for any town centre proposals of 200m² or above outside of the centres and not otherwise allocated should be supported by an impact assessment and sequential site assessment.

5.177 The town centre also currently has a relatively strong comparison goods offer in relation to other centres in High Peak with 43% of expenditure within the catchment being retained. Buxton also attracts shoppers from further afield with expenditure from the Central Area of High Peak, parts of the Peak District National Park and Leek. Planned retail developments in Macclesfield and Stockport may threaten Buxton's current position and draw more trade away from the town than they do currently. Although Buxton is a relatively successful centre in terms of non-food shopping, support will be given for some additional non-food floorspace within the town and for qualitative enhancements to the non-food retail offer to help maintain its vitality and viability. The 2013 Retail Study and Addendum did not identify a need to allocate land for additional comparison goods floorspace in the Local Plan as there is not substantive capacity until at least 2018. Furthermore, the future occupation of vacant units in the town centre will also help to accommodate needs in the early phase of the Local Plan.

5.178 A further review of capacity for comparison goods floorspace will be undertaken during the plan period to confirm development requirements for the latter phase of the plan. This will need to take into account the impact on Buxton of town centre regeneration in competing centres. The Primary Shopping Area will be the first priority for the location of future development.

5 Development management policies

5.179 Whilst outside of the Primary Shopping Area, particular consideration should also be given to proposals to support Higher Buxton which has a key role to play in the town centre. With the Market Place at its heart, Higher Buxton is a focal point for independent shops and other town centre uses such as restaurants, bars and civic buildings. Proposals should accord with the Design and Place Making Strategy's vision for Higher Buxton which is to create "an independent 'village' within the town centre with a diverse and interesting range of businesses including shops, galleries, cafés, bars and restaurants".

5.180 Beyond the provision of additional floorspace, the town centre will need distinguish itself from competing centres to improve its vitality and viability. Supporting a greater range of niche retail and leisure provision in the Buxton will help to set Buxton apart. This process will be further assisted by the opening of the Buxton Crescent Hotel and Thermal Spa and associated specialist shops. Buxton Opera House, the Pavilion Gardens, local public houses, restaurants and sports facilities provide a broad range of leisure opportunities for residents, visitors and students. The town does not have a cinema at present, however, operator demand is limited due to existing provision in Chesterfield and the planned multiplex in Macclesfield. On this basis, no needs to allocate land for specifically for leisure purposes has been identified. However, proposals for leisure will be supported, subject to wider policy requirements. The first priority to locate such development will be the town centre.

5.181 A new Local Centre in Harpur Hill will accommodate small scale A1 retail convenience development (less than 200m² net sales) and wider uses including business, non-residential institutions and leisure in order to enhance the sustainability of existing and proposed residential developments in the local community. Total floorspace for town centre uses in the Local Centre will be less than 2500m². The occupation of the retail element of the Local Centre will be phased to ensure that it only supports the residential development that it is intended to serve.

5.182 Tables 10 and 11 identify the convenience and comparison retail capacity for the relevant market town catchment areas within the District up to 2031 derived from the Retail Study Update. These are indicative only of the amount of floorspace required in order to address identified qualitative and quantitative deficiencies in retail floorspace.

Table 10 Mainstream^(xv) convenience retail floorspace capacity (gross) - 2013 to 2031

Catchment	Scenario	Floorspace (m ² gross)		
		2013	2023	2031
Buxton	Over-trading re-assignment and post commitments ^(xvi)	2045	2588	3160
Central Area (Chapel-en-le-Frith, New Mills & Whaley Bridge)	Over-trading re-assignment and post commitments ^(xvii)	-50	435	945
Glossop	Over-trading and post commitments ^(xviii)	1485	2032	2605

Table 11 Overall comparison retail floorspace capacity (gross) -2013-2031

Catchment	Scenario	Floorspace (m ² gross)		
		2013	2023	2031
Buxton	Commitments and tourist inflow ^(xix)	5120	6592	8680
Central Area (Chapel-en-le-Frith, New Mills & Whaley Bridge)	Post commitments	4480	-3718	-2915
Glossop	Post commitments	-510	1515	3585

Policy CF 1

Retail and Town Centres

The Council will seek to maintain and enhance the vitality and viability of town centres and local centres as defined on the Policies Map in accordance with their function and scale as identified in Policy S2 (Settlement Hierarchy) and identified development needs:

This will be achieved by:

- xv Mainstream retailers are Asda, Morrison's, Sainsbury's and Tesco
- xvi Over-trading surplus at Aldi, Station Rd re-assigned and committed extension to Morrison's, Bakewell Rd and Aldi, Chapel-en-le-Frith taken into account
- xvii Over-trading surplus at Morrison's, Chapel-en-le-Frith re-assigned and committed extension at Tesco, Whaley Bridge and Aldi, Chapel-en-le-Frith taken into account
- xviii Over-trading surplus at Aldi, Arundel St re-assigned and Tesco Metro, Hadfield taken into account
- xix Committed extension at Morrison's, Bakewell Road taken into account

5 Development management policies

- Permitting appropriate retail, leisure, cultural and business development in centres of a scale and type appropriate to the role and function of that centre
- Strengthening the vitality and viability and enhancing consumer choice to serve defined centres by supporting the provision of new retail floorspace consistent with their function and scale in accordance with identified needs:
 - New Mills - proposals for additional A1 convenience floorspace will be supported in order to address the lack of provision within the town. No town centre or edge of centre site has been identified. Out-of-centre proposals will therefore be supported in accessible locations that are well connected to New Mills town centre by public transport and which comply with the impact and sequential tests set out in this policy
 - Glossop, Whaley Bridge, New Mills and Chapel-en-le-Frith - proposals within the defined centres will be supported subject to their accordance with other relevant Local Plan and Neighbourhood Plan policies.
 - Buxton - proposals within the Primary Shopping Area will be supported subject to their accordance with other relevant Local Plan policies
 - Harpur Hill - proposals for small scale A1 retail convenience development (less than 200m² net sales) and wider uses including business, non-residential institutions and leisure within the Local Centre as defined in the Policies Map will be supported subject to their accordance with other relevant Local Plan policies. The total floorspace for the Local Centre shall be less than 2500m². This relates to town centre uses only, as defined by the NPPF. Policy DS20 specifies further policy requirements for this site. Town centre proposals above these thresholds must be supported by an appropriate impact and sequential site assessment that consider Buxton's centre.
- Requiring major town centre use developments (including large extensions to existing stores) of 200m²(net sales for A1) or more outside the defined centres of Buxton, Glossop, Chapel-en-le-Frith, New Mills, Whaley Bridge and Harpur Hill to comply with the sequential approach to site selection. Applicants should demonstrate that there are no suitable and available sites within the defined centre that could accommodate development. Preference will be given to accessible, edge-of-centre sites that are well related to the town centre and accessible by public transport. Out-of-centre proposals will only be supported when there are no suitable in-centre or edge-of-centre sites available.
- Requiring proposals for town centre uses of 200m²(net sales for A1) or more outside the defined centres of Buxton, Glossop, Chapel-en-le-Frith, New Mills, Whaley Bridge and Harpur Hill to be supported by an 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.
- Creating safe, attractive and accessible town and local centres, providing a good range of shopping, food and drink uses, services, offices, and entertainment and leisure facilities, and high quality public spaces
- Proposals that would create a concentration of evening economy uses (A3, A4 & A5) that would give rise to social and environmental issues will not be supported
- 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. Suitable and safe provision should also be made 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
- Protecting the vitality and viability of the small town centres, larger villages, other settlements and other local centres within the towns by supporting proposals for town centre uses, including retail, leisure and office development of less than 200m². Proposals above this threshold should comply with the identified sequential test and impact assessment requirements. Applications for a change of use from A1 retail within these centres should demonstrate that the current use is no longer required to serve the local community and is not viable
- The vitality and viability of the main town centres will be supported by the designation of the Buxton Primary Shopping Area and primary frontages within Glossop and Buxton town centres.

The extent of the Town Centres and the Buxton Primary Shopping Area are defined centres in the Policies Maps. For the purposes of retail impact assessments and sequential site assessments in the Buxton area, the Buxton Primary Shopping Area represents the defined centre. During the consideration of impact assessment and sequential site assessment for all other town centre uses in Buxton, the town centre boundary denotes the defined centre. The defined town centre boundaries in Glossop, New Mills, Chapel-en-le-Frith and Whaley Bridge should be interpreted as in-centre during the consideration of proposals for retail and other town centre uses.

Supporting Guidance and Evidence

- National Planning Policy Framework
- Planning for Town Centres: practice guidance on need, impact and the sequential approach (2009)
- Retail Study Update (2013) and Addendum (2014)

Primary Shopping Frontages

5.183 As the two main town centres in High Peak, Glossop and Buxton provide a greater range of shops, services and other complementary uses. Each centre contains a core of retail that should be preserved and enhanced to support their viability and vitality. The primary frontage designation identifies areas with a high proportion of properties in A1 retail use with active frontages. Changes of use away from retail will not normally be granted in such areas.

5 Development management policies

5.184 In Glossop, the Primary Shopping Frontages include sections of High Street West, High Street East, George Street, Henry Street, Norfolk Square and Victoria Street. In Buxton, the Primary Shopping Frontages lie wholly within the defined Primary Shopping Area which is centred around the retail cluster at Spring Gardens.

5.185 This policy will only 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).^(xx)

Policy CF 2

Primary Shopping Frontages

Primary frontages are designated within the main town centres of Glossop and Buxton as identified on the Policies Map.

In the **primary shopping frontage area**, proposals for changes of use to A1 retail will be supported. Changes of use proposals from A1 retail to other town centre uses will only be permitted where 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.

Proposals for residential use at ground floor level in primary frontages will not be supported. Any non-A1 use must be complementary to adjacent shopping uses in terms of its operational characteristics and retain a display frontage appropriate to a shopping area.

This policy will only 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).

Supporting Guidance and Evidence

- National Planning Policy Framework
- Retail Study Update (2013) and Addendum (2014)
- Buxton Design and Place Making Strategy (2009)
- Glossop Design and Place Making Strategy (2011)

xx Temporary change permitted for up to 150m² from A1 to B1, A2 & A3. All permitted changes are subject to conditions as specified in the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013

Local Infrastructure Provision

5.186 The approach towards infrastructure including health and social care, transport, utilities, waste management and communications is 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 the Local Plan.

5.187 Policy CF3 is intended to outline the strategic approach to infrastructure provision in High Peak and enable necessary infrastructure improvements to support High Peak. The policy provides for sufficient flexibility to allow for changing circumstances over the plan period. As required by the National Policy Framework, the policy and supporting Infrastructure Delivery Plan have been informed by an assessment of the quality and capacity of infrastructure with input from relevant providers. Sport, open space and recreational infrastructure is considered under Policy CF4

5.188 Once more details are known on development sites, for example the approach to surface water management and proposed connection points to the foul sewer network, it may be necessary to coordinate the delivery of development with timing for the delivery of infrastructure improvements. At larger development sites, it may be necessary to ensure that the delivery of development is guided by strategies for infrastructure which ensure coordination between phases of development over lengthy time periods and by numerous developers.

Policy CF 3

Local Infrastructure Provision

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.

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 Clinical Commissioning Groups.
- Requiring that new development is suitably located and supported by appropriate complementary measures to ensure accessibility to services and jobs and the health and well-being of local communities
- Facilitating enhancements to the capacity of education, training and learning establishments throughout the Plan Area
- Securing new transport infrastructure, including for walking and cycling that help to address traffic congestion issues and support growth identified in the Local Plan. Improvements should encourage modal shift from the private car where possible
- Providing for strategic enhancement of the energy and utilities networks
- Supporting improvements to telecommunications and high speed broadband infrastructure that does not have an inappropriate impact on the landscape or townscape

5 Development management policies

- Ensuring the availability of water and wastewater infrastructure by working with utility providers to promote a coordinated approach to the delivery of development and future infrastructure works
- Supporting the provision of sports related infrastructure in accordance with Policy CF4
- Supporting improvements to or the provision of new waste management infrastructure required to support development

New development will only be permitted where the infrastructure necessary to serve it is either available, or where suitable arrangements are in place to provide it. 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.

Subject to development viability and further consideration by the Council, infrastructure required to support the cumulative impact of household and population growth in High Peak will be supported by investment from a Community Infrastructure Levy. Funding from the levy will also be allocated to communities in support local infrastructure improvements.

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.

Supporting Guidance and Evidence

- National Planning Policy Framework: 2012
- Infrastructure Delivery Plan

Open Space, Sports and Recreation Facilities

5.189 Access to high quality open spaces and sports facilities can make an important contribution to the health and well being of communities, providing a range of benefits including biodiversity, visual amenity and opportunities for sport and recreation. Where possible opportunities should be taken to make a positive contribution to the Green Infrastructure of the Borough by linking to existing networks of biodiversity and Green Infrastructure in accordance with Local Plan Policy EQ8.

5.190 A High Peak and Derbyshire Dales Open Space, Sport and Recreation strategy was adopted by the Council in 2012. Taking into account the research underpinning the strategy, local accessibility standards have been set, establishing maximum distances that typical users of open space and sports facilities can reasonably be expected to travel to each type of provision, using different modes of transport.

5.191 The accessibility standards are used to help determine deficiencies in the provision of open space as well as indoor and outdoor sports facilities. The identified deficiencies form the basis of the strategy and will be used to help determine the need for future provision and upgrading of open space and sports facilities.

5.192 The Peak Sub-Region Open Space, Sport and Recreation Study identified no current significant deficiencies for open space in settlements in the plan area - hence improving the quality and value of existing open space provision is the priority over making new provision. However, if as a result of any new residential development, application of the accessibility standards set resulted in identification of a provision gap, the identified deficiency would need to be met.

5.193 The study identified a shortfall of junior pitches (football and rugby), poor pitch quality and a lack of changing facilities as the key issues for outdoor sports facility improvements. A long-term requirement for the provision of additional badminton courts and health and fitness stations was identified as the priority for indoor sports provision.

5.194 The Peak Sub-Region Open Space, Sport and Recreation Study identified quantity and provision standards for open space and indoor and outdoor sports facilities, designed to identify how much open space and recreation provision per 1,000 people is needed to strategically serve the plan area in the future. These High Peak local open space and recreation provision standards will be used to calculate developer contribution to the maintenance, enhancement and where necessary provision of new open space, sports and recreation facilities. This contribution may be made via the Community Infrastructure Levy if the levy is adopted by the Council. Details will be set out in a Developer Contributions SPD and will be subject to viability appraisal to ensure development is not made undeliverable as a result of the requirements of the SPD.

5.195 The Peak Sub Region Open Space, Sport and Recreation Study is to be updated by the Council as soon as is reasonably practical. Successor documents will be prepared in line with the actions set out within the Council's Sport and Active Recreation Strategy 2014, to provide and maintain a robust and up to date assessment of needs for open space, sports and recreational provision.

5.196 New residential development will be required to provide or contribute towards public open space in line with the standards set out in The Peak Sub-Region Open Space, Sport and Recreation Study, including:

- Equipped children's play areas
- Parks and Gardens
- Outdoor sports facilities
- Allotments

5 Development management policies

5.197 Calculating developer contributions will be a transparent process based on a consistent adopted formula. Money raised will be spent in accordance with investment priorities set out in the High Peak and Derbyshire Dales Open Space, Sports and Recreation Strategy (May 2011) - or successor document - and based on the audit and assessment findings. During the period until adoption of the Developer Contributions SPD, details of the charges to be made per dwelling will be available on request from the Council.

5.198 There are a number of issues which will affect the total financial contribution required and these are:

- Whether open space is provided as part of the development.
- Whether the scheme contains eligible types of development.
- The existing provision of appropriate, high quality and locally accessible facilities.

5.199 The required open space, sport and recreation facilities can be provided by on-site provision, and/or by a financial contribution for the provision of new, or the upgrading of existing facilities. Where facilities are to be provided on-site, the Council will expect the developer to provide the land for the facility and either design and build the provision to the satisfaction of the Council or make a financial contribution to the Council so that it may arrange for the construction and development of the required facility.

5.200 The decision on whether facility provision is to be on-site, off-site or both, will depend on the size of the proposed development, the existing provision of facilities within the sub-area and access to existing facilities from the proposed development. For the most part contributions will be sought for off-site provision.

5.201 Where possible, the Council will encourage developers to arrange for the management of new areas of open space to be undertaken by community owned and run trusts.

5.202 High Peak will support local communities - through this Local Plan and any Neighbourhood Development Plans prepared - to identify and protect green areas of particular importance to them. Land designated as Local Green Space in this way, will receive the level of protection consistent with that for Green Belts.

Policy CF 4

Open Space, Sports and Recreation Facilities

The Council will seek to protect, maintain and where possible enhance existing open spaces, sport and recreational buildings and land including playing fields in order to ensure their continued contribution to the health and well being of local communities.

This will be achieved by:

- Resisting any development that involves the loss of a sport, recreation, play facility or amenity green-space except where it can be demonstrated that alternative facilities of equal or better quality will be provided in an equally accessible location as part of the

development or the loss is associated with an alternative sports provision that would deliver benefits that would clearly outweigh the loss, or an assessment has been undertaken to demonstrate the facility is surplus to requirements

- Encouraging improvements to existing recreation, play and sports facilities within communities and providing new opportunities that shall be informed by the Peak Sub Region Open Space, Sport and Recreation Study 2012 and successor documents
- Improving the quantity, quality and value of play, sports and other amenity green-space provision through requiring qualifying new residential developments to provide or contribute towards public open space and sports facilities in line with the High Peak local open space and recreation provision standards set out in the study report. Further guidance will be provided in the forthcoming Developer Contributions SPD.
- Requiring all major residential developments to design into schemes growing areas for residents and where this is not feasible, requiring a contribution to allotment provision off-site, in accordance with the local provision standards
- Collecting financial contributions towards the delivery, improvement and management of off-site provision of open space and recreation facilities through Section 106 agreement or via the Community Infrastructure Levy if this is adopted
- Exploring options for the management of new areas of open space to be undertaken by community owned and run trusts
- Designating land as Local Green Space in accordance with the Local Plan sub-area strategies, Policies S5 to S7. Development that would harm the openness and/or special character of a Local Green Space or its significance and value to the local community will not be permitted unless there are very special circumstances which outweigh the harm to the Local Green Space

Supporting Guidance and Evidence

- National Planning Policy Framework; 2012
- Peak Sub-Region Open Space, Sport and Recreation Study - Open Spaces Assessment Report; 2009
- Peak Sub-Region Open Space, Sport and Recreation Study - Sports Assessment Report; 2009
- Peak Sub-Region Open Space, Sport and Recreation Study - Standards paper; 2009
- Peak Sub-Region Open Space, Sport and Recreation Strategy; 2011

Provision and Retention of Local Community Services and Facilities

5.203 The availability of local services and facilities is an important factor in ensuring the sustainability and vitality of communities. The loss of such facilities can have severe consequences, particularly when there is no alternative provision nearby. This issue is particularly pertinent in rural areas where presence of services may be sparse.

5.204 The Local Plan seeks to ensure that facilities and services that provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community are retained and improved where possible. Such facilities may include community/village halls, village shops, post offices, schools, nurseries, places of worship, health services, care homes, convenience stores, libraries, public houses, museums and performing arts venues. Proposals for a change of use that would lead to the loss of a community facility should be justified by evidence that the current use is no longer viable and that the service cannot be retained in another form elsewhere. Consideration will also be given to the availability of comparable facilities that are accessible to the community in question.

Policy CF 5

Provision and Retention of Local Community Services and Facilities

The Council will seek to maintain and improve the provision of local community services and facilities. This will be achieved by:

- Supporting proposals which protect, retain or enhance existing community facilities (including multi use and shared schemes) or provide new facilities. New facilities should preferably be located within defined built up areas where they are most accessible. In exceptional cases facilities may be located adjacent to these areas where it can be demonstrated that this is the only practical option and where a site is well related and connected to the existing settlement.
- Safeguarding land required for the provision of facilities to meet existing and future community needs, as identified by service providers.
- Resisting proposals involving the loss of community assets and facilities (including land in community use, community/village halls, village shops and post offices, schools, nurseries, places of worship, health services, care homes, convenience stores, libraries, public houses, museums, performing arts venues and other community facilities) unless it can be demonstrated that the existing use is no longer financially or commercially viable and there are no other means of maintaining the facility, or an alternative facility of the same type is available or can be provided in an accessible location. If permission is granted for a change of use or redevelopment, preference will be given to premises remaining in some form of community or employment use so long as this does not result in traffic, amenity, environmental or conservation problems.

Supporting Guidance and Evidence

- National Planning Policy Framework

Accessibility and Transport

5.205 High Peak sits between two important national corridors; the M1 and M6. The A6 forms the main route along which many of the settlements in the Buxton and Central Area have developed. To the north, the A57 provides connectivity from Glossopdale to Sheffield, with the A628(T) also providing connections to South Yorkshire and Manchester for the Glossop area. The A57 and A628 in Glossopdale are heavily used trans-Pennine routes. These routes and surrounding networks suffer from traffic congestion and associated environmental, economic and social problems. Evidence from the A6 Corridor Study and Local Plan Transport Study indicates that development within High Peak will further increase traffic on these routes. Public transport, highways and other complementary improvements have been identified by these studies to help address identified issues.

5.206 The distribution of settlements across High Peak means that access to some services is an issue, particularly in the villages. 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.

5.207 The development of major sites within the Local Plan should be supported by Transport Assessments to determine the full impact of proposals, including on the rail network where appropriate. Travel Plans to improve access to development sites by sustainable means should be prepared and implemented where appropriate. Where appropriate, specific access issues and solutions are addressed in the relevant sub-area strategies.

5.208 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 Highways England, Network Rail, public and community transport operators and the High Peak and Hope Valley Community Rail Partnership will be required.

5.209 Derbyshire County Council has a particularly critical role to play, not just as the local highways and public transport authority but by taking the lead on matters such as public rights of way, leisure routes, cycleways and accessibility. The Derbyshire Local Transport Plan outlines the broad transport strategy for Derbyshire up to 2026. The plan's five goals are; Supporting a resilient local economy, Tackling Climate Change, Contributing to Better Safety, Security and Health, Promoting Equality of Opportunity and Improving Quality of Life and Promoting a Healthy Natural Environment. The Local Plan and the wider planning process also has a key role to play in delivering these goals.

Policy CF 6

Accessibility and Transport

The 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 Derbyshire Local Transport Plan.

This will be achieved by:

Delivering sustainable patterns of development

- Ensuring that additional growth within the Market Towns and Larger Villages is managed and where possible, accompanied by accessibility improvements
- Promoting a balanced distribution of housing and employment
- 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 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
- Requiring that facilities are well related to public transport infrastructure and provide high standards of accessibility to all sectors of the community
- Supporting innovative schemes to secure the local delivery of public services in rural communities and other areas with poor public transport, in particular the delivery of some services through the use of mobile services and technology will be encouraged where this results in better local provision
- Ensuring development does not lead to an increase in on street parking to the detriment of the free and safe flow of traffic

Supporting transport infrastructure and services

- Supporting the implementation of the A6 Corridor Transport Strategy in Buxton and the Central Area. Specific measures are identified in the relevant Local Plan policies and Infrastructure Delivery Plan
- Supporting highways and junction improvements required to address the cumulative impact of development across High Peak as identified in the High Peak Local Plan Transport Study and Infrastructure Delivery Plan
- Promoting 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 on foot and by bicycle

- Encouraging and promoting improvements to public transport networks in association with the Local Highway Authority, Network Rail and other providers
- Supporting the use of rail for the transportation of freight wherever feasible to do so
- Approving developments provided that the capacity and design of the transport network serving the site will reasonably accommodate the anticipated increase in travel without materially harming highway safety or local amenity. In addition, the traffic generated by the development will not unduly interrupt the safe and free flow of traffic on trunk or primary roads or materially affect existing conditions to an unacceptable extent
- Requiring applicants to submit and implement Travel Plans (or Travel Plan Statements) and Transport Assessments to support relevant proposals, as advised by the Highways Authority. Consultation with Network Rail when development may impact on the rail network, including impacts on level crossings will also be required. Where appropriate, Transport Assessments will consider the impact on the rail network and identify appropriate mitigation measures
- Developments that will result in a material increase or significant change in the character of traffic using a rail crossing will be refused, unless it can be demonstrated that safety will not be compromised in consultation with Network Rail
- Requiring applicants to submit details of parking which includes the proposed parking provision based on an assessment of the parking needs of the development and the impact on the surrounding road network. Developments which will lead to an increase in traffic or include parking provision will need to submit details. The details should be proportionate to the impact of the development. Guidance on parking is given in Appendix 1.

Developer contributions or funding pooled through a Community Infrastructure Levy will be used to deliver transport and accessibility improvements required to accord with this policy. Further details are provided in Policy CF7 and Infrastructure Delivery Plan. In the event that a Community Infrastructure Levy is adopted, the Regulation 123 "Infrastructure List" will also specify appropriate measures to be funded.

Supporting Guidance and Evidence

- National Planning Policy Framework
- Derbyshire Local Transport Plan (2011-2026)
- High Peak Local Plan Transport Study (2014)

Planning Obligations and Community Infrastructure Levy

5.210 Developer contributions will have a significant role to play in infrastructure delivery, including contributions towards affordable housing (on-site or off-site) and other measures required to make developments acceptable in planning terms. Standard formulae used to secure infrastructure provision used by the Local Planning Authorities and its partners may also be applied where appropriate. A Developer Contributions SPD will provide detail of how contributions will be calculated. This will be subjected to a viability appraisal to ensure that any requirements do not undermine development viability.

5 Development management policies

5.211 The Community Infrastructure Levy could also provide an important funding source for infrastructure required to support the cumulative impacts of growth across High Peak. An assessment of the viability of development in High Peak and the scope for potential rates to be charged on developments is ongoing. Subject to the findings of this study and further consideration by the Council, a levy could be pursued in High Peak. Any levy would be subject to public consultation and an examination prior to adoption. The levy cannot be adopted prior to the new Local Plan.

5.212 The Infrastructure Delivery Plan that supports the Local Plan identifies the types of infrastructure or specific projects that are expected to be funded either by planning obligations or a levy along with phasing requirements when necessary. However, in many cases it should be recognised that wider funding sources of funding will be required to provide new infrastructure. Other such sources may include the New Homes Bonus, Growing Places and other public and private capital programmes. The Infrastructure Delivery Plan will be updated in consultation with partners to reflect changing circumstances and funding opportunities during the plan period.

Policy CF 7

Planning Obligations and Community Infrastructure Levy

Development proposals will be required to provide, or meet the reasonable costs of providing, the on-site and off-site infrastructure, facilities and/or mitigation necessary to make a development acceptable in planning terms through the appropriate use of planning obligations and/or conditions. Standard formulae will be applied when applicable. The Developer Contributions SPD will provide further guidance on how contributions will be calculated.

Provision will be required for subsequent maintenance where contributions are secured for facilities which are predominantly for the benefit of users of the development concerned.

Subject to an assessment of development viability and further consideration by the Council, infrastructure requirements related to the cumulative impact of development in High Peak will generally be supported by the Community Infrastructure Levy. The Infrastructure Delivery Plan that supports the Local Plan provides further clarification on infrastructure needs and sources of funding. The Infrastructure Delivery Plan will be reviewed regularly to ensure that it remains up-to-date.

In implementing this policy regard will be had to economic viability considerations, consistent with meeting the Local Plan objectives.

Supporting Guidance and Evidence

- National Planning Policy Framework: 2012
- Infrastructure Delivery Plan
- Community Infrastructure Levy Regulations (2010) and amendments
- High Peak Community Infrastructure Levy (CIL) Viability Study (2013)

6.1 Several of the sites allocated for housing, mixed-use or other types of development in the Local Plan are strategic in nature and require detailed consideration of the complex planning issues related to each site. These may include environmental, design, heritage, transport or other matters that warrant attention.

6.2 To ensure that the best possible development is delivered on each site, bespoke policies are provided in this chapter to identify the specific requirements for planning applications. Each Strategic Development Site Policy should be read in conjunction with relevant policies elsewhere in the Local Plan.

Glossopdale

Woods Mill, Glossop

6.3 Woods Mill (Policies H2 (G16) and E5) is one of the last areas in Glossop requiring extensive regeneration. It lies partly within the town centre and adjacent to Howard Town Mill, at which work on a major redevelopment is nearly complete. The 4ha site extends from Howard Town Mill in the west to Easton House in the east, and includes two prominent multi-storey mill buildings Woods Mill and Eastern Mill, formerly in business use but now vacant. The west part of site contains a number of commercial properties, unused land, and derelict buildings. There are further derelict former mill buildings to the south and east. The Council owns land within the site, including Easton House and the Glossop Leisure Centre.

6.4 The western part of the site lies within the former Howard Town Mills regeneration area, and part also falls within the town centre boundary. Much of the east part of the site was formerly designated as Primary Employment Zone on the basis of the industrial use of the former mill buildings. However, it is proposed to designate all this area as regeneration area to reflect the significant changes sought for this area.

6.5 The site falls into 3 functional areas - from Howard Town Mill to Mill Street, Mill Street to Milltown, and from Milltown east to Easton House - and the Council will seek a phased approach based on these 3 areas to secure the comprehensive redevelopment of this site.

6.6 The Council's vision is that the Woods Mill Regeneration Area will be a vibrant mix of uses which will complement existing development and contribute to the viability and vitality of the town centre. The mix of uses will include housing to the east and mixed use to the west of the site. The part of the site which lies within the existing town centre boundary is suitable for uses appropriate to the town centre, including retail, subject to Policy CF1.

6.7 The site contains a listed building, Howard Town House, and its setting will need particular attention. Existing mill buildings will be re-used wherever possible. Design will be of high quality and reflect the local context, and will require careful consideration of the historic environment attributes, including non-designated attributes. This will include strong visual and physical links to town centre shops, car parks and the rail station, and along Glossop Brook.

6.8 The design principles of the development were established by the Council after extensive public consultation which resulted in the Glossop Design and Place Making Strategy. This has now been adopted as planning policy.

6 Strategic Development Sites

6.9 Policy guidance for this area was set out in the Interim Planning Statement^(xxi) which included provision for a large foodstore as part of a comprehensive development. However, this was a non-statutory document and the Council was concerned that it required updating to take account of changed market conditions. The Council therefore commissioned a study, Viability Assessment for Woods Mill, Glossop^(xxii), to assess the proposals within the IPS and to advise on commercially viable schemes, including housing provision, the qualitative grounds for retail development and uses appropriate for the heritage elements.

6.10 The findings were that the development mix suggested in the IPS was unlikely to be commercially viable, and that for a scheme to be commercially viable, it must be retail-based. The study also concluded that there was a qualified case for new additional food floor-space, and that there were other possible options within a retail-based scheme which could achieve greater commercial viability, but these were still likely to be difficult to achieve largely because of the high cost of conversion of the former mill buildings for housing, employment and tourism uses, and the lack of market appetite for such uses.

6.11 The Strategic Housing Land Availability Assessment^(xxiii) indicated that the site could accommodate 104 dwellings. These dwellings are likely to be located on land to the east of the site, and as a result of conversion of existing buildings, such as Eastern Mill, to the east of Milltown.

6.12 Following the Viability Assessment study, the Council commissioned a further retail study, the Woods Mill Retail Impact Assessment^(xxiv), to identify and assess the potential impacts arising from the development of a new foodstore as part of a wider mixed-use scheme on the Woods Mill site in Glossop. This study updated the Peak Sub-Region Retail and Town Centre Study^(xxv), and incorporated the latest developments coming on-stream. These included M&S Simply Food and Iceland in Glossop, and Tesco at Hattersley. The conclusions of the study were that:

- With qualification, a food-store could be accommodated at Woods Mill without significant adverse effect;
- There could be many positives to such a development, including job generation and redressing the retail balance towards the town centre;
- Equal weight should be given to ensuring that the vitality and viability of the town centre is maintained;
- The Council should monitor the vitality and viability of the town centre to assess the impact of current commitments, and take additional measures to mitigate any adverse impacts.

6.13 However, the latest retail study (High Peak and Staffordshire Moorlands Councils Quantitative Retail Study, GVA, 2013) no longer identifies sufficient capacity for an additional foodstore in Glossop. Although it identifies scenarios where additional provision may be possible, it suggests that any scheme should be justified on qualitative and regeneration grounds. Further, any scheme with a foodstore element greater than 200sqm would have to meet impact and sequential site assessment requirements.

xxi (IPS) (2009)

xxii (*Gerald Eve, 2011*)

xxiii (2009)

xxiv (GVA, Nov 2011)

xxv (2009)

6.14 In addition, these requirements apply to both food and non-food retail units in any Woods Mill scheme, whether within or outside the town centre, since it is beyond the Primary Shopping Frontage which is now the reference point for the impact and sequential tests. The impact assessment should draw on information in the latest retail study in order to ensure that it is undertaken on a consistent basis as far as possible.

6.15 Earlier schemes which were considered included the demolition and relocation of the Leisure Centre to provide main road frontage or access. If this is required in any future comprehensive development, any re-provision will require that:

- The replacement Leisure Centre should be within walking distance of town centre rail and bus services;
- There should be continuous service i.e. the new centre must be opened before the old one closes;
- There should be sufficient 'spill-over' car-parking adjacent.

6.16 There is a current deficit in provision amounting to a quantitative shortfall equivalent to one badminton court. In order to maintain and enhance the usage and attraction of the facility, the Council will seek to provide this shortfall through planning obligations.

6.17 The site is currently accessed from the main public highway via Mill Street and Milltown, and via existing development at Howard Town Mill. Significant works are likely to be required to provide a suitable access to the site from High Street East. The site also lacks visual and functional connections between the site and adjacent surroundings. Currently, there are no formal thoroughfares within the site and this creates a relatively isolated environment. New development offers the opportunity to provide an additional access to link the development to the adjacent Howard Town Mill development, and to provide footpath and other linkages along the Glossop Brook west to the town centre and east to Manor Park. The site is 2km from Shire Hill Ancient woodland, and so it is not considered that the development will have any adverse effect on that area.

6.18 Woods Mill is a dominant feature within the site, due to its massing, height, scale and materials. The architectural style and character is typical of its period and locality, and it is one of only three remaining multi-storey Mill buildings in Glossop. However, the integrity of the structure is now thought to be in question, as a result of the theft of structural members and water ingress. The site lies within a Conservation Area, and so any proposals involving the demolition of Woods Mill will have to meet the requirements of the NPPF.

6.19 Whilst most of the site lies within a flood zone (flood zone1), it is not a functional flood plain. The site is to be considered for allocation for mixed use and the review of flood risk supports such an allocation. A small part of site is at high risk (flood zone 3) of flooding from the Glossop Brook and has been affected by flooding. This site will need to be sequentially allocated as part of a sustainability appraisal and refined flooding information produced to ensure that all potential flood risk issues to the site are clearly identified. Overall, mitigation measures likely to be required include the use of SUDS and other water attenuation measures, the restoration of the Mill pond, works to watercourse walls and boundaries, and raising the level of the Cross Cliffe/Milltown highway.

6.20 The main constraints to development have been ownership, and the viability of proposals to convert the former mill buildings in current market conditions. The site is in multiple ownership, and land assembly has proved difficult. However, land-owners are actively working to bring a scheme forward, masterplans have been prepared, and pre-application discussions have been held with the Council.

Policy DS 1

Woods Mill, Glossop

Land amounting to 4 hectares is designated as Regeneration Area and identified for mixed use and residential development of approximately 104 dwellings. Appropriate uses for the site may include:

- Food and Drink (A3 and A4);
- Business (B1);
- Residential (C3);
- Leisure (A3, A4, C1 or D2);
- Non-residential institutions (D1);
- Open space and landscaping; and
- New public realm

Development will be subject to compliance with other relevant Local Plan policies, including on-site provision of the required proportion of affordable housing (currently 30%) and contributions towards infrastructure, education, services and other community needs as required. A financial appraisal will be required to justify a reduced provision of affordable housing.

Any scheme involving town centre uses outside of the defined centre will be required to meet the provisions of the NPPF, and to demonstrate that there will not be a significant adverse impact on the vitality and viability of Glossop town centre, and that the site is sequentially preferable.

In addition:

- Applicants will be required to demonstrate the regeneration benefits of proposals, including phasing. The Council will resist incremental development which would undermine a comprehensive approach;
- The Council will seek to retain the existing multi-storey mill buildings of Woods Mill and Eastern Mill, and that these are refurbished and brought back to beneficial use. Any scheme proposing their whole or partial demolition will be subject to a heritage assessment and independent viability assessment;
- Development and public realm should be of high quality that enhances the character of the Conservation Area, and particular attention will be required to the setting of Howard Town House in any proposals;
- Business uses should include, wherever possible, the relocation of existing uses within the site;

- Vehicular and pedestrian access will be required from both the town centre via Victoria Street and from High Street East;
- Open space should include amenity space, and should reinforce linkage to the town centre; it should improve access to the waterside, including a riverside path along Glossop Brook with linkage to both the town centre and Manor Park, and to existing footpaths;
- A Transport Assessment will be required;
- An archaeological desk-based assessment and buildings appraisal will be required regardless of whether or not significant demolition is proposed;
- The majority of the site lies within a flood zone, and mitigation measures likely to be required include the use of SUDS and other water attenuation measures, the restoration of the Mill pond, works to watercourse walls and boundaries, and raising the level of the Cross Cliffe/Milltown highway;
- The development should include adequate car-parking on-site.

Former Dinting Railway Museum and land off Dinting Road, Glossop

6.21 This elevated site (Policy H2(G23)) was formerly the site of the Dinting Railway Museum. The railway forms the north boundary, with the south boundary sloping steeply to grazing land and hence to the Dinting Lane Industrial Estate, housing on Dinting Lane, and the Lancashire Chemicals factory.

6.22 The site comprises a largely flat area of approximately 3 hectares containing some mature trees, and a number of former railway buildings together with track bed. It may contain some non-designated archaeology. There is likely to be some contamination from the former use.

6.23 Land of Dinting Road (Policy H2 (G20)) is adjacent to this site which could be developed to provide an alternative access. Development of this site will require the closure of the level crossing on Dinting Lane and the diversion of the bridleway. The agreement of Network Rail, the landowners and DCC will be necessary.

6.24 The main constraint to development is access. Access to the site is via Dinting Lane, which is inadequate to serve this development. A possible alternative access has been suggested but, this access would depend on, development of site G20 Dinting Lane, and a suitable layout being agreed. In any event, such an access would involve a distributor standard road of ~250m from the boundary of the employment site to the east point of this site. Further investigation of this access is therefore required.

6.25 The site lies to the east of a largely undeveloped area between Glossop and Hadfield, which has been identified as a strategic gap, see Policy S5.

6.26 It is believed the site owner is keen to develop and has previously suggested various schemes. However, the site cannot be delivered without a new access on land not in the owner's control.

Policy DS 2

Former Railway Museum and land off Dinting Road, Glossop

Land amounting to 6.15 hectares is allocated for residential development of approximately 139 dwellings. Development will be subject to compliance with other relevant Local Plan policies, including on-site provision of the required proportion of affordable housing (currently 30%) and contributions towards infrastructure, services and other community needs as required, and:

- Provision of new access and transport assessment;
- Contamination and ground condition survey;
- Agree with Network Rail the closure of the level crossing and diversion of the bridleway to a safe and satisfactory standard;
- Provision of a comprehensive landscaping plan, including the strengthening of woodland on the perimeter and retention of historical features;
- An archaeological desk-based assessment and buildings appraisal will be required.
- A wildlife survey should be undertaken following consultation with Derbyshire Wildlife Trust

Charlestown Works, Charlestown Road, Glossop

6.27 This 3.9ha brownfield site (Policies H2 (G31) and E5) contains a large number of redundant mill buildings. It lies on either side of Charlestown Road within the current built-up area boundary of Glossop, and forms a key 'gateway' site to the town. Development is likely to have a significant effect on the highway.

6.28 The site is now considered to be unsuited to modern employment use in its present form. An outline planning application for new residential and business development (ref. HPK/2013/0597 - Proposed demolition of existing structures and erection of up to 100 dwellings including 14 in the conversion of the former office building, 1660sm of B1 commercial floor space, and including restoration of the former mill pond to create public open space) was approved in March 2014.

6.29 The site is estimated to be 75% developable due to topography, woodland and mature trees subject to TPO and other constraints. Part of the site is also subject to flood risk (Flood Zone 2 and 3)

6.30 The site is considered to be deliverable in the short-term.

Policy DS 3

Charlestown Works, Charlestown Road, Glossop

Land amounting to 3.9 hectares is allocated for business / industry and residential development of approximately 100 dwellings. Development will be subject to compliance with other relevant Local Plan policies, and:

- Provision of new access;
- Provision of the required proportion of affordable housing (currently 30%);
- Contributions towards infrastructure, education, services and other community needs as required;
- Contamination and ground condition survey;
- Office proposals above the thresholds specified in Policy CF1 should be supported by an impact and sequential site assessment
- Provision of a comprehensive landscaping plan, including the retention of those trees protected by TPO and public open space;
- Provision of flood mitigation measures in consultation with the Environment Agency;
- An archaeological desk-based assessment;
- Project-level Habitats Regulations Assessment in order to address potential urban effects;
- A buildings appraisal and assessment of non-designated heritage assets;
- A Transport Assessment.

Adderley Place, Glossop

6.31 This 6.3ha greenfield site (Policy H2 (G32)) adjoins existing housing development at Simmondley and is close to the Gamesley Sidings Wildlife site. It is largely flat, but slopes steeply on the northern boundary down to the A57. The site contains the likely route of a Roman road and is therefore of archaeological interest. Access to the site is currently via an unadopted road off Simmondley Lane which serves a limited number of houses, and formerly served a tip which is part of the site and which would require remediation in any development. The 2014 Viability Assessment: Level 2 Strategic Flood Risk Assessment indicates culverts which would need further investigation

6.32 The site will require substantial access improvements on to the A57. The land is also close to the proposed Gamesley station and could contribute to its construction.

Policy DS 4

Adderley Place, Glossop

Land amounting to 6.3 hectares is allocated for residential development of approximately 130 dwellings. Development will be subject to compliance with other relevant Local Plan policies, and:

- Provision of new access and a transport assessment;
- Provision of the required proportion of affordable housing (currently 30%);
- Contributions towards infrastructure, services and other community needs as required;
- Contamination and ground condition survey and site specific Flood Risk Assessment in accordance with the findings of the High Peak Viability Assessment: Level 2 Strategic Flood Risk Assessment;
- Provision of a comprehensive landscaping plan, including the retention of mature trees;

- An archaeological evaluation.
- A wildlife survey should be undertaken following consultation with Derbyshire Wildlife Trust

Former Ferro Alloys site, Glossop

6.33 The former Ferro Alloys site on Surrey Street (Policy E5) is a derelict area of some 0.85ha. It has largely been cleared of development, although a substantial steel chimney remains. The site is extensively contaminated from its former use.

6.34 The football ground lies to the west, the Surrey Street employment area to the north, and residential land to the east. The Wren Nest Mill retail area and Glossop Brook lie at a lower level on the south boundary. The site is adjacent to Surrey Street and public footpath (HP12/56) which could be connected to the proposed 'greenway' south of the site by any development scheme.

6.35 The site lies outside the town centre boundary, and is adjacent to the Wren Nest conservation area and a grade II listed building. The site was formerly allocated as a Regeneration Area. This encouraged comprehensive redevelopment for retail, office, business, leisure, tourist accommodation or limited residential development as part of a comprehensive mixed-use scheme.

6.36 However, the site lies to the northwest of the town centre, and its continued designation for retail use would serve to move the centre of gravity of the shopping centre away from the established primary high street shopping area toward the out-of-centre shopping area at Tesco and Wren Nest.

6.37 Since 2012, separate proposals have been put forward for both business units and affordable housing on the site. Both schemes would meet a pressing need for such development in Glossop.

6.38 It is proposed, therefore, to re-designate the site for mixed use development, including industrial, office or business and residential use, and to include an additional area of 0.2ha to the south-east also currently within the Wren Nest regeneration area. Development will be subject to a full ground conditions survey and site remediation.

6.39 This site is considered to be deliverable in the short-term.

Policy DS 5

Former Ferro Alloys site, Glossop

Land amounting to 1.05ha is allocated for business, industrial and residential development. Development will be subject to compliance with other relevant Local Plan policies, and:

- Contamination and ground condition survey;
- Preparation of a comprehensive site remediation and development plan, and phasing programme;
- Provision of a comprehensive landscaping plan;

- The layout of any scheme should consider pedestrian routes within and adjacent to the site;
- The scheme should consider and protect the setting of heritage assets, including Grade II listed building and conservation area.

Roughfields, Glossop

6.40 This 4.7 ha greenfield site adjoins existing housing development at Hadfield. It is largely flat and part of the site is currently used as a playing field and play area, which should be maintained. Part of the site, to the south east, is safeguarded for a new Primary School and nursery. This use should be protected. It is close to the Peak District National Park boundary so a masterplan which includes a landscape plan and measures to reduce the impact of the development on the National Park will be required as part of any planning application. A wildlife and nature conservation assessment will also be required. Access is possible from Padfield Main Road. However a transport assessment will be required which should include proposals to improve pedestrian access along Padfield Main Road.

Policy DS 6

Roughfields Glossop

Land amounting to 4.7 hectares is allocated for residential development of approximately 102 dwellings. Development will be subject to compliance with other relevant Local Plan policies and:

- A transport assessment
- Safeguarding of a site for a new County Primary School and Nursery
- Protection of the existing public open space
- Preparation of a masterplan to include a landscape plan and measures to reduce impact on National Park
- A wildlife and nature conservation assessment
- Contributions towards infrastructure
- Provision of the required proportion of affordable housing provision (currently 30%)
- A site specific flood risk assessment

North Road, Glossop

6.41 This 8.8ha greenfield site lies to the North of Glossop adjoining the built up area of Glossop. To the north of the site the land is designated as Green Belt. The site currently has planning permission for 150 homes which was granted in July 2015. The site is relatively prominent in the landscape and close to the Peak District National Park boundary so a masterplan which includes a landscape plan and measures to reduce the impact of the development on the National Park will be required as part of any planning application. A wildlife and nature conservation assessment will also be required. Access can be achieved from North Road. However a transport assessment will be required to accompany any proposals.

Policy DS 7

North Road Glossop

Land amounting to 8.8 hectares is allocated for residential development of approximately 150 dwellings. Development will be subject to compliance with other relevant Local Plan policies and:

- A transport assessment
- Preparation of a masterplan to include a landscape plan and measures to reduce impact on National Park
- A wildlife and nature conservation assessment
- Contributions towards infrastructure
- Provision of the required proportion of affordable housing provision (currently 30%)
- A site specific flood risk assessment

Central Area

Land off Derby Road, New Mills

6.42 This relatively flat substantially undeveloped greenfield site (Policy H2 (C3)) is currently used for open grazing. It is adjacent to existing housing, but the west part is crossed by pylons. There is no vehicular access at present, but the site has frontage to High Hill Road to the north, and Hayfield Road to the south. The latter, however, is about 10-12m higher than the site. There is also the possibility of access from Derby Road which serves the existing development to the west.

6.43 The Highways Authority advise that there is likely to be an impact on the wider highway network if access is from High Hill Road only, especially at the junction of High Hill Road and Batemill Road, and at Watford Bridge Road.

6.44 The site is relatively remote from New Mills centre, but is close to existing residential areas although with limited local services. There are bus routes on Hayfield Road and High Hill Road which may require additional stops and a possible link into the site.

6.45 There are a number of constraints to development. The developer will need to agree with the power company the need for any gap between the pylons and the any housing. In addition, the site may have archaeological potential requiring investigation.

6.46 The site is within the shallow coal reserve area and in an area that has the potential to be affected by mining legacy issues, and it will be necessary to investigate the mining position and ground conditions. The site is also affected by flood zone 1 (low risk).

6.47 The site is considered to be deliverable in the medium-term. The site is in single, private ownership with a willing owner.

Policy DS 8

Land off Derby Road, New Mills

Land amounting to 5.8 hectares is allocated for residential development of approximately 107 dwellings. Development will be subject to compliance with other relevant Local Plan policies, and:

- The required proportion of affordable housing (currently 30%);
- Developer contribution towards the provision of infrastructure, services and other community needs as required;
- A Transport Assessment;
- Coal mining and ground conditions survey;
- An archaeological assessment.
- A landscaping plan including details of boundary treatment

Land at Ollersett Lane/Pingot Road/Laneside Road New Mills

6.48 This substantial undeveloped greenfield site (Policy H2 (C5,6,17,18)) is adjacent to existing housing, including Ollersett Hall Farm, a Grade II listed building. Development would extend the built-up area into open countryside to the east. The site slopes from east down to west. A stream runs along the south boundary of the north part of this area (C5), with marshy ground and a pond on the west part of the site adjacent to Hayfield Road. It is currently used for rough grazing. The south part of the site (C6) is linked to the north part by an additional area (C18). The overall site is relatively distant from New Mills town centre facilities, although a bus route passes it.

6.49 Access to the north part of the site is currently via Ollersett Lane, which is a single track un-made road which would require making up to a satisfactory standard due to poor junction and adjacent dwellings. Access to the south of the site is via Laneside Road. The site fronts onto Hayfield Road, however, additional land would be required to increase the roadside frontage to create an access with appropriate visibility sightlines. A right turn harbourage may also be required. This additional land is not believed to be in the control of the owner. Access to the middle of the site is also possible from Pingot Road via additional land (C17).

6.50 This is a substantial development site, and the Highways Authority has advised that development of the site could cause an adverse impact on the surrounding highway network. It will be necessary therefore to undertake a Transport Assessment to determine the full impact of any proposals and identify appropriate mitigation measures.

6.51 The site is within the shallow coal reserve area and in an area that has the potential to be affected by mining legacy issues. It will be necessary, therefore, to investigate the mining position and ground conditions. Also, as a substantial undeveloped greenfield site, it may have archaeological potential.

6.52 The site is in close proximity to the Dark Peak/South Pennine Moor SAC and SPA which is notified for its habitat and species importance. Nature England would require confirmation that there would be no adverse impact on the designated areas through increased recreational use.

6.53 The site is considered to be deliverable in the medium-term.

Policy DS 9

Land at Ollersett Lane/Pingot Road New Mills

Land amounting to 9.0 hectares is allocated for residential development of approximately 239 dwellings. Development will be subject to compliance with other relevant Local Plan policies, and:

- The required proportion of affordable housing (currently 30%);
- Developer contribution towards the provision of infrastructure including highway improvements, services and other community needs as required;
- A Transport Assessment;
- Coal mining and ground conditions survey;
- An archaeological assessment;
- Development on the higher, eastern edge of the site should be restricted to reduce the impact on the setting of the National Park. Mitigation should include an appropriate landscape framework.
- The scheme should consider and protect the setting of heritage assets, including the nearby Grade II listed building.

Britannia Mill, Buxworth

6.54 The site (Policies H2 (C15) and E5) comprises the former Britannia Mill buildings, brownfield land, container storage and woodland, and lies north and west of the Peak Forest Canal and Buxworth Basin. There is an access from New Road down to the mill, which is at a significantly lower level. It is currently used for employment, including as a transport depot.

6.55 The Black Brook forms most of the west and south boundary, and a mill stream crosses the site. Total site area of the former mill complex is approximately 1.5ha, with an adjacent greenfield area of some 3.5ha. The site lies within the Green Belt.

6.56 The site is relatively isolated, being some 1/2km from the centre of Buxworth where there is a primary school and limited local services, and approximately 1km from Whaley Bridge.

6.57 Constraints to development are highways, where it is considered that development would have an adverse effect on the surrounding highway network, in particular the junction of New Road with the A6, planning policy, in that the site lies wholly within the Green Belt, and the site's proximity to heritage assets. Any development would also require the extinguishment or relocation of all businesses which might be incompatible with housing and other proposed uses.

6.58 It is proposed that the brownfield part of the site, ie. the existing mill complex, is used for residential development of approximately 50 dwellings. The former mill buildings are considered to be non-designated heritage assets and should be re-used wherever possible. In addition, new

development should not adversely affect the setting of any designated heritage assets. The mill buildings were largely destroyed by fire some time ago. The remnants that remain of the former mill buildings are in very poor condition.

6.59 The adjacent greenfield area contains woodland which provides a landscape framework and contributes to the character of the adjacent settlement of Buxworth. The woodland surrounding and within the site should be protected from development to provide a landscape framework, and to ensure that visual coalescence between the settlements of Buxworth, Whaley Bridge and Furness Vale does not occur.

6.60 The residential part of the proposal is considered to be deliverable in the short to medium-term. The site is believed to be in single, private ownership with a willing owner and with developer interest.

6.61 A masterplan for any development, including details of phasing, would be required to assess the overall viability of this proposal. This should be prepared in full consultation with the local community, including the Parish Council. The masterplan should assess the overall viability of this proposal, and seek to maximise views and the potential for surveillance of the adjacent canal and waterways, and to encourage access to and from the canal and waterways, and to ensure the openness of the Green Belt is maintained.

Policy DS 10

Britannia Mill, Buxworth

Land amounting to approximately 1.5 hectares is allocated for residential development of approximately 50 dwellings. The precise capacity of the site for residential development shall be determined by further consideration of development viability and compliance with Green Belt policy.

Infilling and the redevelopment of previously developed land which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development will be supported.

Adjoining greenfield land to the east may be used for recreational purposes to support tourism at Buxworth Canal Basin, subject to compliance with Green Belt policy. Access to serve the development of housing and/or recreational facilities may also be provided through the adjoining greenfield land if required by the highways authority.

Proposals for development of the site allocated for housing shall be determined by a design and development brief to be prepared in co-operation with the High Peak Borough Council, the aims of which will be to:

- Produce a quantity and form of development which responds to the site's location, setting and adopted planning policy framework;

- Produce a development, which is viable, such that the residential development can be successfully implemented and the future management of retained landscape assets can be secured.
- Demonstrate opportunities to realise the potential for tourism related development on the adjoining land to the east

Development will be subject to compliance with other relevant Local Plan policies, and:

- Preparation of a comprehensive masterplan, including a landscape plan and phasing programme. Screening vegetation on the periphery of the site should be retained. Woodland corridors within the site which provide linking habitats to the adjacent Local Wildlife Site should also be retained. The design should reflect the setting and character of the locality. Opportunities to improve pedestrian access to the canal basin and tow path should also be explored alongside the scope to realise the potential for tourism related development on the adjoining land to the east;
- The required proportion of affordable housing (currently 30%);
- Developer contribution towards the provision of infrastructure, services and other community needs as required;
- An archaeological desk-based assessment;
- A site specific Flood Risk Assessment in accordance with the findings of the High Peak Viability Assessment : Level 2 Strategic Flood Risk Assessment;
- A buildings appraisal and assessment of the impact on the setting of non-designated and designated heritage assets. Any scheme proposing the whole or partial demolition of the existing mill buildings will be subject to a heritage assessment and independent viability assessment;
- An air quality and recreational use assessment of the impact of any development on the Goytside Meadows Local Nature Reserve.

Bingswood, Whaley Bridge

6.62 Bingswood lies to the north of Whaley Bride town centre in the river valley of the Goyt. The site (Policy E5) comprises the Bingswood Industrial Estate and vacant land to the south and east of the river, and undeveloped land known as Hogs Yard to the north and west of the River Goyt. The Peak Forest Canal lies to the west side of the site. To the east, the site adjoins the Goyt Mill Wood Local Wildlife site and ancient woodland. The site is screened by elevated road and woodland, and has low visual impact from the surrounding area.

6.63 The Bingswood Industrial Estate has an area of 4ha containing a mixture of former textile mill buildings largely unsuited to modern business use, with some later development. North of the industrial estate is an undeveloped, brownfield area of 1.1ha on which there is currently an embargo on new development because of inadequate access. This was allocated for employment use, subject to a new access.

6.64 The industrial estate is a major employment site for Whaley Bridge, but it has only a single, sub-standard bridge access. In addition, the route from the main road to the estate runs through the Canal Basin and historic core of the town along narrow roads. It has been a long-standing aim of both High Peak Borough Council and Whaley Bridge Town Council to create a new access

to the estate in order to protect existing jobs, allow expansion of the site to create new jobs, and take HGVs and industrial traffic out of the historic core of the town in order to allow that area to be regenerated.

6.65 A largely publicly-funded scheme to provide a new bridge access across the River Goyt to the undeveloped land to the north of the site was agreed in 2009, but could not be delivered at that time because of a shortfall in the funding needed to assemble the land. The proposed bridge linked the Bingswood Estate and Hogs Yard areas.

6.66 With the current shortage of public funding, a new comprehensive approach is required to attract private sector funding. This would require flexibility in the uses and layout of the site to add sufficient value to pay for the necessary infrastructure.

6.67 It is proposed, therefore, to relax the existing employment designation to allow other uses on the site, including housing but not retail, as part of a comprehensive redevelopment. Any scheme should provide a new access to the site, new business units, and retain existing jobs. In addition, it is important that it should consider linkages to the existing footpath and greenway network, including cycling and public transport, and to other heritage assets and potential developments that are linked by the canal, including Buxworth Basin, Newtown, Britannia Mill and Furness Vale Industrial Estate.

6.68 There are a number of further constraints on development: part of the site is likely to require remediation due to past uses; it lies partly within a flood risk zone 2; there are mature trees to the east; and development is restricted along the river banks. Although most of the site lies within floodzone 1, allocation of the site for mixed uses and residential adopting a sequential approach within the site, is not considered problematic. In addition, those parts of the site falling within floodzones 2 & 3 lie almost entirely within the 8m set-off strip from the main river edge and so flood zoning provides no greater constraint to re-development than does straightforward compliance with typical river-bank set-off criteria. However, future surface water discharges from development on the site should be restricted to present day run off values.

6.69 Hogs Yard is a 1.7ha greenfield site to the north of the River Goyt and east of the Tesco store, formerly allocated as a regeneration area. Part of this area has an unimplemented planning consent for mixed use development of retail, business and restaurant use. A small area to the south of the existing Tesco access road lying between the river and canal has been proposed for residential use. However, it is considered that such a development would be unrelated to any existing residential development, harmful to the natural amenity of the area, and likely to result in conflict with the employment uses on the industrial estate to the east.

6.70 The greenfield area adjacent to Tesco is in single ownership, as is the brownfield area to the north of the industrial estate. There is a majority landowner within the industrial estate. All owners have been willing to promote development. However, the remainder of the industrial estate is in multiple ownership, so any scheme requiring the relocation of existing businesses for land assembly may prove problematic. An agreed masterplan and phasing programme will be required to ensure that the benefits of the development are achieved.

Policy DS 11

Bingswood, Whaley Bridge

Land amounting to 6.8ha is allocated for business and mixed use development.

The majority of the area to the south and east of the River Goyt, comprising the existing industrial estate and undeveloped brownfield area to the north of the estate, should be developed for business use. Residential development of approximately 75 dwellings may be permitted on 2.5ha within the site. Development will be subject to compliance with other relevant Local Plan policies, and:

- Provision of new access to the Bingswood Industrial Estate. This access to be constructed before any further development of the site;
- Preparation of a comprehensive masterplan and phasing programme, including the protection of existing employment on the site;
- Provision of the required proportion of affordable housing (currently 30%). Any reduction in this amount will be subject to financial assessment;
- Contributions towards infrastructure, greenway improvements, services and other community needs as required;
- Provision of a comprehensive landscaping plan, including the retention of mature trees;
- Contamination and ground condition survey;
- A site specific Flood Risk Assessment in accordance with the findings of the High Peak Viability Assessment: Level 2 Strategic Flood Risk Assessment and provision of flood mitigation measures in consultation with the Environment Agency;
- An assessment to consider and address impact on the adjacent wildlife site and ancient woodland;
- Archaeological desk-based assessment;
- Buildings appraisal and assessment of non-designated heritage assets.

Appropriate uses for the area to the north and west of the River Goyt (Hogs Yard) may include business, hotel, assembly and leisure, food and drink, tourist accommodation and facilities. Town centre uses should accord with Policy CF1.

Development should not prejudice the construction of the Goyt Bridge and associated access road as identified on the Policies Map

Furness Vale Business Park, Calico Lane, Furness Vale

6.71 This 3.25ha site (Policies H2 (C19) and E5) lies between the River Goyt and Peak Forest canal. The site is on three levels, with the highest level adjacent to the canal and with extensive mature tree cover to the south and west. The Furness Vale Industrial Estate and associated car-parking currently occupy the two lower levels. The existing access is along Calico Lane.

6.72 The site is adjacent to the Green Belt, and part is designated as Countryside. The existing Estate is currently designated as a Primary Employment Zone in the Local Plan, with the adjacent land to the south-west allocated for new employment use.

6.73 The Estate largely comprises former mill buildings now unsuited to modern business or industrial uses. It is proposed therefore to relax the existing employment designation as part of a comprehensive redevelopment. Any scheme should retain existing employment, refurbish existing buildings where appropriate and provide new employment units, and improve the existing access to the site, including the provision of footways and street lighting.

6.74 A comprehensive masterplan is required to reconcile any potential conflict between the housing and employment uses, and to ensure that the canal is central to the design of the development, that the siting, configuration and orientation of buildings optimises views of the water, enables natural surveillance of water space, and encourages and improves access to and from, and along, the water. In addition, it is important that it should consider linkages to the existing footpath and greenway network, including cycling and public transport, and to other heritage assets and other potential developments that are linked by the canal, such as Britannia Mill and Bingswood.

6.75 To add sufficient value to cross-subsidise the employment development and necessary infrastructure, it is proposed that new residential development of approximately 26 dwellings is provided on 0.7ha, together with tourism and leisure uses in the form of holiday chalets on a further 0.9ha. An agreed masterplan and phasing programme will be required to ensure that the benefits of the development are achieved. Additional housing and / or live/work units may be permitted subject to the submission of an appropriate viability assessment at the time of an application to demonstrate that it is required and that it is sustainable. This would also be subject to the development overall still providing improvements to the industrial estate as originally intended.

6.76 The site is considered to be deliverable in the short-term. It is in single ownership, with the owner promoting a masterplan and comprehensive development.

Policy DS 12

Furness Vale Business Park, Calico Lane, Furness Vale

Land amounting to 3.25 hectares is allocated for business, tourism and leisure uses, and residential development of approximately 26 dwellings. The development of live/work units in lieu of business will be supported subject to the submission of an appropriate viability assessment to demonstrate that live/work is required to support enhancements to the business park. Development will be subject to compliance with other relevant Local Plan policies, and:

- Preparation of a comprehensive masterplan and phasing programme;
- Provision of an improved access;
- Provision of the required proportion of affordable housing (currently 30%). Any reduction in this amount will be subject to financial assessment;
- Contributions towards infrastructure, greenways, services and other community needs as required;
- Provision of a comprehensive landscaping plan, including the retention of mature trees to maintain low visual prominence of the site;
- A site specific Flood Risk Assessment in accordance with the findings of the High Peak Viability Assessment: Level 2 Strategic Flood Risk Assessment;
- Contamination and ground condition survey;

- Archaeological desk-based assessment;
- Buildings appraisal and assessment of non-designated heritage assets and the retention of existing buildings where possible.
- An ecological assessment of the site

Torr Vale Mill, New Mills

6.77 Torr Vale Mill (Policy E5) is currently designated as a Regeneration Area which encourages a comprehensive redevelopment of the area to provide education, office and business use, leisure and tourism facilities and residential development necessary to enable the conversion of the mill to mixed use. The mill is Grade II* Listed.

6.78 The Mill occupies a dramatic location within the meander of the River Goyt at the bottom of the Torrs, a sandstone gorge close to the centre of New Mills. It is the last mill in the Torrs. The site was in continuous use from the 1790s until its closure in early 2000. This is thought to be the longest period of continuous use of a cotton mill site in England. The buildings are on the National Heritage At-risk Register (2012) as a priority A site.

6.79 The site includes approximately 0.3 hectare unused and undeveloped land adjacent to the Mill buildings, and an area of approximately 0.1 hectare used for car parking for the Mills.

6.80 The surviving mill buildings now occupy about 4000 square metres on up to 5 floors. Most of the surviving stone-built buildings date from the second half of the 19th century, and a significant number date from the original 1790 mill. There may also be archaeological deposits relating to the site's earliest history.

6.81 The key objective is to preserve its character as an important listed building and provide it with a viable future. There is strong local support for a mix of new uses to include employment, educational and training opportunities, and leisure and visitor facilities. A comprehensive masterplan is therefore required to guide development. The mill is also close to the Millennium Walkway in the Torrs, and so the masterplan should consider maximising the use of the existing public rights of way, and the potential for new pedestrian and cycle access to the town centre, railway station and Walkway.

6.82 Any proposals for residential development within the mill or on associated land should be justified in line with English Heritage guidance^(xxvi).

6.83 Given the nature of the site, the Council recognises that the viability of a mixed-use scheme will be marginal. It is unlikely, therefore, that a contribution for affordable housing or open space will be required. However, the onus will be on the developer to justify the economic viability of the project. The restoration of the mill is the priority for the site and any developer contribution requirements will be reduced or removed where a viability assessment confirms that this would be necessary to ensure the restoration of the mill.

xxvi Enabling Development and the Conservation of the Heritage Assets

6.84 The site is considered to be deliverable in the medium to long-term. It is largely in single ownership, and the owner is promoting its development. The Mill was granted planning permission (HPK/2012/0684) in 2012 for change of use to assembly & leisure, food retail, and food & drink uses.

Policy DS 13

Torr Vale Mill, New Mills

Torr Vale Mill and associated land is allocated for a heritage-led mixed use redevelopment scheme which will facilitate the repair and secure the long term future, of the Grade II* Listed Mill. This will include:

- Education use;
- Office and business use;
- Leisure and tourism facilities;
- Residential development necessary to enable the conversion of the mill to mixed use development.

Development will be subject to compliance with other relevant Local Plan policies, and:

- Preparation of a comprehensive masterplan, viability assessment and phasing programme;
- Town centre uses above the thresholds identified in Policy CF1 should be supported by a sequential site assessment and impact assessment as appropriate
- Contributions towards infrastructure, services and other community needs as required, subject to a viability assessment;
- Archaeological desk-based assessment;
- A site specific Flood Risk Assessment in accordance with the findings of the High Peak Viability Assessment: Level 2 Strategic Flood Risk Assessment;
- Preparation of detailed heritage assessment in relation to the significance of heritage assets. This should be used to inform a heritage led strategy for the conservation of the Grade II* listed Torr Vale Mill and its future management, and take into account other associated development within its setting (including any enabling development). A detailed assessment of the condition of the buildings is required.
- Assessment of woodland and associated management measures, including the impact of development and any necessary mitigation measures in relation to the Mousley Bottom Local Nature Reserve.

Newtown, New Mills

6.85 This policy relates to the two proposed allocations in the Newtown area of New Mills, namely the proposed housing allocation off Woodside Street (Policy H2 (C7)) and the Newtown Industrial Legacy site (Policy E5).

6.86 An allocation of approximately 25 homes is made on land bounded by Woodside Street, Albion Road and the Peak Forest Canal. A railway tunnel also passes close to the northern boundary of the site. Given the presence of the historic canal-side environment and railway, close

consideration should be given to these features with the relevant bodies to ensure that there are not any unacceptable adverse impacts and to maximise the benefits of development. This work will inform wider design and access considerations relating to the development of the site.

6.87 A mixed-use designation is proposed at land adjacent to New Mills Newtown Station. This may include housing and business use. Additional parking to serve Newtown Station must also form part of the site. The A6 Corridor Study supports the case for approximately 30 extra parking spaces. Given the proximity of the railway, early engagement with Network Rail will be required to identify and address any impacts. A masterplan should accompany proposals for the site that provides a suitable design solution taking into account the needs of residential and business occupants and those utilising the extended station car park.

Policy DS 14

Newtown, New Mills

Woodside Street housing allocation

Land amounting to 0.62ha is allocated for approximately 25 dwellings. Development will be subject to compliance with other relevant Local Plan policies, and:

- Development should have regard to the historic canal-side environment. The design and layout of the scheme shall maximise natural surveillance of the canal and access to, from and along the canal towpath
- Contributions to be provided towards infrastructure, including education provision
- Developers should liaise with Network Rail at an early stage to identify any potential impact on the railway tunnel to the north of the site and to agree the details of any works within its proximity
- Preparation of a comprehensive masterplan that seek to minimise any conflicts between residential and employment premises in terms of amenity and safety
- Preparation of a Transport Assessment
- Archaeological desk-based assessment and buildings appraisal

Newtown Industrial Legacy site

Land amounting to 1.1ha is allocated for a mix of uses including housing (approximately 15 dwellings) and B1b/c. Land to provide additional parking (approximately 30 extra spaces) to serve New Mills Newtown Station should also be retained within the site. The developers of the housing and / or employment element of the development will not be required to contribute towards the cost of providing the parking for the station other than through the provision of land.

Development will be subject to compliance with wider Local Plan policies, and:

- Town centre proposals should accord with Policy CF1
- Developers should liaise with Network Rail at an early stage to identify any potential conflict with the operation railway and agree mitigation measures as appropriate

- Preparation of a Transport Assessment with specific consideration of the junction of Albion Road, Chapel Street and the station car park.
- Preparation of a comprehensive masterplan that seek to minimise any conflicts between residential, public parking and employment premises in terms of amenity and safety
- Contributions towards infrastructure, including education provision
- Archaeological desk-based assessment
- Consideration of the impact on the Goytside Meadows Local Nature Reserve and necessary mitigation measures.

Birch Vale Industrial Estate

6.88 The former Birch Vale Industrial Estate is designated under Policy H2 (C21) and as an Industrial Legacy site under Policy E5. The development of approximately 100 dwellings will be supported alongside the retention of approximately 0.9ha of land for business and industrial use. A masterplan will be required for the site that demonstrates that residential development can be accommodated suitably alongside business/ industrial without unacceptable adverse impacts. The masterplan should also look to exploit opportunities for utilising the reservoir for recreational use whilst protecting features of ecological importance. Supporting infrastructure including that relating to transport and education will be provided as appropriate in consultation with Derbyshire County Council.

Policy DS 15

Birch Vale Industrial Estate

Land amounting to 4.4ha is allocated for approximately 100 dwellings and the retention of approximately 0.9ha of employment land (B1b/c, B2 and B8). Development will be subject to compliance with other relevant Local Plan policies, and:

- Contributions towards infrastructure, including education provision
- Preparation of a Transport Assessment, including specific consideration of the junction with Station Road. Links to, and improvement of, existing pedestrian routes and public transport facilities should be explored and provided where appropriate
- Preparation of a comprehensive masterplan that seeks to minimise any conflicts between residential and employment premises in terms of amenity and safety, maximises opportunities to utilise the reservoir for recreational use and includes a landscape framework. The design and layout should look to buffer/protect and enhance the adjacent wildlife features of the River Sett and reservoir.
- Archaeological desk-based assessment and buildings appraisal and a contamination survey
- A site specific Flood Risk Assessment in accordance with the findings of the High Peak Viability Assessment: Level 2 Strategic Flood Risk Assessment;
- Consideration of the impact on the Bluebell Wood Local Nature Reserve and necessary mitigation measures. Wildlife surveys should be undertaken following consultation with the Derbyshire Wildlife Trust.

South of Macclesfield Road Whaley Bridge

6.89 This is a 3.68 hectare greenfield site on the edge of Whaley Bridge. The policy relates to allocation of the site for approximately 83 dwellings. Outline planning permission on this site and land to the south was granted in May 2015 for up to 107 dwellings. The site is sloping semi improved grassland and contains a number of trees within it and on the periphery. It is visible from the National Park but is seen in context of the existing development. A public footpath the Midshires Way crosses the site. A masterplan will be required, which should include a landscape plan and measures to reduce the impact development on the National Park. A wildlife and nature assessment will also be required. Potential access to site is from Macclesfield Road and/or Linglongs Road. Development would increase the number of vehicles on Macclesfield Road and the use of the Macclesfield Road Buxton Road junction. The transport assessment should to consider the effect of the development in relation to transport and identify measures to deal with the anticipated transport impacts of the development.

Policy DS 16

South of Macclesfield Road Whaley Bridge

Land amounting to 3.68 hectares is allocated for residential development of approximately 83 dwellings. Development will be subject to compliance with other relevant Local Plan policies and:

- A transport assessment
- Preparation of a masterplan to include a landscape plan and measures to reduce impact on National Park
- A wildlife and nature conservation assessment
- Contributions towards infrastructure
- Provision of the required proportion of affordable housing provision (currently 30%)

Buxton Area

Land at Hogshaw

6.90 This site (Policy H2 (B3 & B4)) contains the only significant area of brownfield land adjacent to the urban area in Buxton, comprising former railway sidings and a refuse tip to the north of the site. A survey has shown that these areas are extensively contaminated. The playing field to the south is located on the site of a former refuse tip but is excluded from the development area. Part of the site is designated as a Wildlife Site.

6.91 Hogshaw also includes a 2ha greenfield site to the north-east which it is considered can be developed. Development of this land will be permitted as part of a phased approach to contribute to making the scheme economically viable. However, Natural England would not support the allocation of this area or its development unless a suitable replacement site of sufficient quality can be found, and unless it can be demonstrated that its development would not harm any ecological features of importance.

6.92 The site lies in a shallow valley between existing areas of housing. It is visible from Brown Edge and Combs Edge to the west, but not from the A6 to the east. The topography is such that it can be developed without adverse impact on the landscape of the Peak District.

6.93 The site lies within the built-up area boundary, just north of the town centre. Most of the site is within 1km walk of the town centre facilities. There are extensive footpaths within the site, but these will need improving, and cycle ways included, within the first phase of development.

6.94 The site lies within the normal area for Fairfield Infants and Fairfield Junior School. There are rising numbers from within the existing population which will fill the existing surplus accommodation at the Infants school, but the site can accommodate an extension. The junior school can accommodate additional numbers from within its current capacity.

6.95 The main constraints to development of this site are developer phasing, specifically the need to provide a new access, to remediate contamination, and to undertake compensatory ecological measures, if necessary, before the site can be developed.

6.96 Currently, there is only limited access to the site. An unadopted vehicular access from Hogshaw Villas serves garages, allotments and the playing field. To the north, the site abuts both Nunsfield Road and Glenmoor Road, although neither would be suitable to cater for the increased level of traffic as a result of development. Overall, the existing road network is incapable of improvement to provide anything but an access for emergency vehicles. Therefore, a new access to the site is required from the A6, which is congested for much of the day.

6.97 The Local Plan proposes a new roundabout at Fairfield Common which lies within the Fairfield Conservation Area. Potentially, this roundabout would serve both the Hogshaw development, and further development in Fairfield. There is currently an outline permission for this roundabout as part of a residential development at Fairfield. A recent renewal application has been made for the same scheme. However, there is no agreed programme for this scheme. Consequently, provision of the roundabout would fall to the developer of Hogshaw, if this came forward first. A local distributor standard road of approx 265m from this roundabout would also be required to access the site.

6.98 A contaminated land study undertaken in 2003 showed extensive contamination of the site. However, the full cost of remediation will not be known in detail until further investigation is undertaken as part of the development.

6.99 The former refuse tip (3.9ha) at the north part of the site is extensively contaminated and unsuitable for residential development. To make best use of the land resource and to enable the remediation of the whole site, it is proposed that some of this land is developed for formal recreation and amenity use. The extent of recreation and amenity space will be determined whilst having regard to the land requirements of proposals from Network Rail to extend the railway sidings and Policy CF4.

6.100 Part of the former railway land within the allocation is also designated as a Derbyshire Wildlife Site. If development proposals would lead to the loss of the nature conservation interest, the development should incorporate appropriate compensatory measures. This should include the translocation of the best areas of grassland, and recreation of this habitat within open space along the river valley and within recreational land to the north. The stream corridor should be

6 Strategic Development Sites

restored and enhanced through an agreed management plan. Benefits would include the elimination and subsequent control of invasive alien species, management of the woodland, grassland and tall herb communities alongside the stream and potential restoration of a culvert section of the stream.

6.101 Part of the site is also covered by Tree Preservation Order and the affected trees should be included in a comprehensive landscaping scheme. The landscaping scheme should also retain existing landscape features where appropriate, including existing vegetation and woodland in the north of the site. Landscape features should be enhanced and additional native tree and shrub blocks should be planted at an early phase on the northern and eastern boundaries in order to screen future development and strengthen the settlement boundary.

6.102 The site also lies within an area of past archaeological finds, and will require appropriate investigative measures.

6.103 A small part of the site near the Nun Brook is affected by Flood Zone 1 (low risk) and will require appropriate alleviation measures in consultation with the Environment Agency.

6.104 In addition, the site boundary includes Network Rail land. The developer should liaise with Network Rail to provide a 2m gap between any building and structure on site and the Network Rail boundary, and a minimum 1.8m high trespass proof steel palisade fence to prevent trespass by any users/residents of the site onto the railway. The land at Hogshaw is to the south of the Bull Farm Foot Level Crossing and if there is a material increase in the type or volume of traffic using the crossing then Network Rail would in the first instance seek closure of the crossing with a developer funded alternative method of crossing the railway, e.g. footbridge, subject to Network Rail approval.

6.105 Part of the site to the west is also safeguarded to facilitate the extension of the railway sidings. The project is proposed by Network Rail to increase the length and capacity of freight trains to transport aggregates from quarries in the Buxton area. The precise extent of the sidings project has yet to be determined. However, the scheme will occupy land to the west of the allocation as identified as the indicative area for railway infrastructure on the Policies Map. Baseline noise and vibration levels at sensitive receptors will be established quantitatively during an Environmental Impact Assessment (EIA) for the sidings project. Operational noise will be quantified and assessed as part of the Sidings Project EIA. Housing proposals should not prejudice the delivery of railway infrastructure or vice versa.

6.106 An assessment of the viability and deliverability of the site concluded that the site is deliverable within the plan period. However, some flexibility may be required in terms of developer contributions due to likely abnormal costs. Part of the site is owned by the Borough Council, who will work with other private landowners to facilitate the development of the site.

Policy DS 17

Land at Hogshaw, Buxton

Land amounting to 13.7ha is allocated for residential development of approximately 124 dwellings including public open space, and for recreation and amenity space. Development will be subject to compliance with other relevant Local Plan policies, and subject to:

- Full investigation and remediation of existing contamination and ground conditions;
- Agreement with the Council of a full phasing programme covering the entire site, such a programme to ensure completion of all remediation works before the completion of the residential development of the greenfield part of the site, or other phasing as agreed;
- Provision of a new vehicular access from the A6 at Fairfield Common and highway improvements as identified by a Transport Assessment,
- Provision of emergency access via Nunsfield Road and/or Glenmoor Road
- Provision of cycle and pedestrian routes to the town centre and schools;
- Ecological survey and management plan to conserve and enhance the ecological interest of the site, including the provision of open space along the river valley and within the allocated recreational land to the north if required to compensate for the loss of the nature conservation interest;
- Provision of an agreed landscaping scheme, including retention of protected trees and existing landscape features where appropriate. Existing vegetation and woodland in the north of the site should be retained and enhanced and additional native tree and shrub blocks should be planted at an early phase on the northern and eastern boundaries in order to screen future development and strengthen the settlement boundary;
- Approval of a scheme to mitigate flooding;
- Archaeological desk-based assessment and field evaluation pre-application;
- Buildings appraisal and assessment of non-designated heritage assets

Land adjoining the housing allocation as identified on the Policies Map will be reserved for railway infrastructure development. Housing proposals should not prejudice the delivery of railway infrastructure or vice versa.

Land west of Tongue Lane, Fairfield, Buxton

6.107 This large greenfield site (Policy H2 (B8)) lies to the east of a site on Granby Road formerly with planning consent (HPK/2010/0452) for housing which has now expired. The formerly approved site layout includes provision for full access to this site. It is well related to the existing settlement, and has good access to amenities and employment in Fairfield and to local and district bus routes.

6.108 The site is currently mostly rough grazing, comprising historic landscape (ancient enclosures) with a landscape character type of plateau pastures. The site lies close to Fairfield Low barrow. It is relatively exposed, with few natural features apart from strip field limestone walls, although it contains a number of trees and ponds. The stone from these walls should be retained and re-used within the site wherever possible as walling or other design features. There are some young trees established on the site. Again, these should be kept wherever possible and reinforced

6 Strategic Development Sites

by further planting. The east extent of the site also lies within 100m of the existing Ashwood Dale limestone quarry, which the operator is seeking to extend. If this is permitted, the extension would be contiguous with the proposed allocation, and the latter would need to be significantly reduced. Any extension to the quarry would be subject to consideration by Derbyshire County Council in its capacity as the Minerals Planning Authority. In order to ensure that blasting at the quarry and its potential extension does not have an unacceptable adverse impact on residential properties, particularly in terms of vibration and noise, all dwellings (excluding curtilages) will be located at least 200 metres away from the potential blasting area as identified on the Policies Map until such time that blasting permanently ceases. This is expected to be beyond the plan period.

6.109 In addition to the proposed extension of the quarry, other constraints to development are access and education provision.

6.110 Tongue Lane is an unadopted non-classified highway, single vehicle width and not suitable in its current form to cater for any increase in vehicular traffic. The Highways Authority considers that development of the site would cause an adverse impact on the surrounding highway network. The existing residential estate streets and the A6 already suffer from frequent congestion, and the Highways Authority does not consider it to be feasible to provide meaningful mitigating improvements to offset additional impact. Consequently, it considers that the provision of the Fairfield link road is essential. The latter would link Granby Road and Victoria Park Road to the A6 via a new roundabout junction. Therefore, a developer contribution to the Fairfield roundabout would be required.

6.111 The site is relatively distant from the town centre, but close to schools, shops and bus routes at Fairfield. Fairfield has a strong community spirit and local organisations provide many essential services. The site lies within the normal area of Fairfield Infant and Nursery School which may need additional on-site capacity to accommodate development.

6.112 The poor standard of layout and design on much of the adjacent housing at Fairfield, and the open nature of this site, require that a high standard of design is required in accordance with the Council's 'Residential Design' SPD and 'Designing Out Crime' document.

6.113 The site is close to Cuning Dale - part of the Peak Dales Special Area of Conservation. Hence, Natural England would require Appropriate Assessment of the site to be undertaken.

6.114 The site is considered to be deliverable in the long-term. It is part owned by High Peak Council which is promoting its development, and it has public support. As the site is dependant on the construction of the Fairfield link road it is likely to be delivered only later in the plan period.

Policy DS 18

Land west of Tongue Lane, Fairfield, Buxton

Land amounting to 7.16 hectares is allocated for residential development of approximately 139 dwellings within the plan period. Development will be subject to compliance with other relevant Local Plan policies, and:

- Further engagement with the Minerals Planning Authority and quarry operator to resolve issues related to the existing working and proposed extension to the Ashwood Dale quarry;
- The required proportion of affordable housing (currently 30%);
- Developer contribution towards the provision of infrastructure, in particular, the new Fairfield Link road, public transport provision, commuted sum to Education Authority, and other community services and needs as required;
- A Transport Assessment;
- Design of open spaces, boundary treatment and hard landscaping to reflect guidance in the Landscape Character SPD;
- Building design to reflect guidance in 'Residential Design' SPD and 'Designing Out Crime';
- An archaeological evaluation pre-application;
- Project-level Habitats Regulations Assessment in order to address potential urban effects on the Peak Dales Special Area of Conservation.
- All dwellings (excluding curtilage) to be located at least 200m away from the potential blasting area of Ashwood Dale Quarry (as identified on the Policies Map) until such time that blasting permanently ceases.

Land off Dukes Drive, Buxton

6.115 This large greenfield site (Policy H2 (B10)) is relatively close to the town centre. The centre of the site is approximately 1km from Harpur Hill Primary School. It is currently used for rough grazing. The site is bounded by Dukes Drive to the north and south. The west side is bounded by the railway and allotments.

6.116 The north and south boundaries of the site are relatively steep-sided, leaving a developable area of approximately 12ha. The site is not visible from the two main access roads to Buxton from the south – the A515 and A6. The site has few landscape features apart from limestone field walls and is relatively exposed. The stone from these walls should be retained and re-used within the site wherever possible as walling or other design features.

6.117 The majority of the site lies in the Buxton Water Catchment area (see Policy S7). There are historic lime kilns adjacent to the site, and there have also been prehistoric finds in the vicinity.

6.118 The site may have ecological value through the grassland vegetation communities on the steeper slopes, and it is close to Dale Road Local Wildlife site.

6.119 The site adjoins Network Rail land in the southern section of the site. A 2m gap is required between any building and structure on site and the Network Rail boundary, and a minimum 1.8m high trespass proof steel palisade fence would be required to prevent trespass onto the railway by any users/residents of the site. Any alternative solution should be agreed with Network Rail.

6.120 The main constraint on development is the provision of access to the site and a shortfall in educational facilities to meet the development.

6 Strategic Development Sites

6.121 Currently, the only access to the site is via Byron Street. An unmade road off Byron Street crosses the railway and leads to the allotments but the Highways Authority do not consider that it would be feasible to upgrade this road to a standard suitable to serve a development of this scale.

6.122 The Highways Authority also considers that the scale of development proposed would have impacts at both the A6 and A515 junctions, both of which have existing limitations. At the north of the site, there is a roundabout on the A6 with junctions to Dale Road and to a supermarket and petrol filling station. While it may be possible to obtain an access from this point, this would be subject to the capacity and configuration of the roundabout, and being able to achieve the required gradient and alignment (there is about 20m difference in height between the centre of the site and surrounding roads). There is no scope for creating another access elsewhere from the A6, as this is significantly lower than Dukes Drive. In addition, there are highway constraints on Dukes Drive which would require substantial works along a minimum length of approximately 400m, together with junction improvements to the A515 to create an alternative access to the site to the required standard.

6.123 The site lies within the catchment area of Buxton Infant and Junior schools. There are significant constraints on the expansion of the infant school that will need to be addressed. Buxton Junior School could accommodate the numbers of pupils generated by the development.

6.124 Further information is required from the water and sewerage authorities regarding capacity for this development.

6.125 There is strong land-owner (Chatsworth Settlement Trustees) support. However, a full highways design study is required to demonstrate that access can be achieved to the standard required.

Policy DS 19

Land off Dukes Drive, Buxton

Land amounting to 15.5 hectares is allocated for residential development of approximately 338 dwellings. Development will be subject to compliance with other relevant Local Plan policies, and subject to:

- The required proportion of affordable housing (currently 30%);
- Developer contribution towards the provision of infrastructure, a commuted sum to the Education Authority, and other community services and needs as required;
- A Transport Assessment, including full highways design and phasing scheme;
- Design reflecting the landscape character SPD;
- An archaeological desk-based assessment and field evaluation pre-application;
- Ecological assessment and protection of the grassland vegetation communities on the steeper slopes and extension of the grassland vegetation at the Dale Road Local Wildlife site.

Land off Ashbourne Road and Foxlow Farm, Buxton

6.126 This site (Policy H2 (B20,21,22)) comprises 21.5ha of farmland on the slopes of Fox Low, a scheduled monument, to the south east of the town. To the north-east, the site is bounded by the Ashbourne Road and Staden Lane Industrial Estate. The site adjoins housing on the north-west, and extends over the ridge to adjoin housing on Harpur Hill Road to the west, and at Harpur Hill to the south. The south-east boundary adjoins open countryside.

6.127 The site is proposed for a mixed use development of residential and a new Local Centre. The Local Centre will accommodate small scale A1 retail convenience development (less than 200m² net sales) and wider uses including business, non-residential institutions and leisure in order to enhance the sustainability of existing and proposed residential developments in the local community. Total floorspace for the Local Centre will be less than 2500m². The occupation of the retail element of the Local Centre will be phased to ensure that it only supports the residential development that it is intended to serve. Development should be set back from the road to provide a substantial landscaped frontage lying between the two existing copses, which are a historic feature of this entrance to the Buxton. A high standard of design, landscaping and layout will be required throughout the site.

6.128 The main constraints on development are the landscape impact of such a large development in a prominent site, and a shortfall in educational facilities to meet the needs of the development.

6.129 This is an elevated site which is characterised as limestone plateau pastures, and hence sensitive to development. Fox Low is a prominent hill and the site of an ancient monument. Development of the whole site would have a significant effect on the landscape, especially when viewed from approaches to the south and the nearby National Park. In addition, particular consideration should be given to the design and layout in order to avoid the appearance of urban sprawl and the merging of development between Harpur Hill and Buxton. It is proposed therefore that an extensive landscape masterplan is required to address the issues of visibility and impact on the National Park and character of the surrounding development. The masterplan should consider the following measures: retaining and strengthening existing vegetation within and surrounding the site; extensive planting along the south-east boundary adjacent to Fox Low and the west boundary as screening; trees and shrubs should be planted within the site particularly on the track running south-west to north-east to visually break up the development and create corridors connecting the woodland blocks within and adjacent to the site; and land in the south-west of the site should be considered for open space in order to reduce the impact on the setting of the National Park.

6.130 The Highways Authority considers that given the proposed number of units a right turn harbourage may be required to serve a development of this scale, in-line with that implemented at the Staden Lane junction, or possibly two points of access. However sufficient frontage to Ashbourne Road is likely to be available to provide a satisfactory means of access.

6.131 The Highways Authority also considers that there may be a cumulative adverse impact on the wider highway network of this and other developments in the Ashbourne Road corridor. To address this issue, significant highways improvements may be required at the fiveways junction

6 Strategic Development Sites

in Harpur Hill, the Harpur Hill Road / Ashbourne Road junction, and the A515 junction in the town centre which already exceeds capacity. The former would require property beyond highway boundary.

6.132 The site is on an existing bus route. A district centre in Harpur Hill would help to provide a range of local services and reduce the need to travel by car, together with bus service improvements.

6.133 The site is within normal area of Harpur Hill Primary School, and it would be possible to expand the school on the site with an appropriate developer contribution. There is a potential to improve pedestrian and cycle movements to Harpur Hill.

6.134 The area is also of archaeological interest. Fox Low is the site of an ancient monument and the area has been investigated for Roman remains. An archaeological assessment would therefore be required.

6.135 The site is considered to be deliverable in the early to medium-term. In November 2014, outline planning approval was granted on the site for 375 dwellings, residential and/or retirement facility for up to 70 units, local centre containing A1-A4 uses, business use, community use, access, parking and landscaping. Should this consent lapse, a masterplan will be required to be produced for this area with the involvement of the local community.

6.136 The site is relatively flat with few physical constraints and with good access of the A515 Ashbourne Road. There are no known constraints that would prevent a viable development from coming forward to deliver a wide range of tenure and house types.

Policy DS 20

Land off Ashbourne Road and Foxlow Farm, Buxton

Land amounting to 21.5 hectares is allocated for residential development of approximately 440 dwellings including landscaping and amenity, and a Local Centre. Development will be subject to compliance with other relevant Local Plan policies, and subject to:

- Preparation of a comprehensive masterplan, including the impact of the development on Harpur Hill;
- The required proportion of affordable housing (currently 30%);
- Provision of a new Local Centre comprising of small scale A1 retail convenience development (less than 200m² net sales) and wider uses including business, non-residential institutions and leisure as defined in the Policies Map will be supported subject to their accordance with other relevant Local Plan policies. The total floorspace for the Local Centre shall be less than 2500m². This relates to town centre uses only as defined by the NPPF. Town centre proposals above these thresholds must be supported by an appropriate impact and sequential site assessment that consider Buxton's centre.
- Developer contribution towards the provision of infrastructure, educational services and other community needs as required
- Preparation of a comprehensive landscape masterplan, to include new planting and retention of existing planting, new open space, and consideration of the setting of the

National Park and mitigating of any impact on the scheduled ancient monument, and the safeguarding of up to 1.9ha from development along the frontage to Ashbourne Road;

- Traffic Assessment, including full highways design and phasing scheme;
- Design reflecting the limestone peak landscape character SPD;
- An archaeological desk-based assessment and field evaluation pre-application;
- Ecological assessment.

Tongue Lane (land south of Tongue Lane Industrial Estate), Buxton

6.137 This 2 ha site lies to the south of the Tongue Lane Industrial Estate and is currently allocated as an extension to this estate (Policy E2). It is open, semi-improved grassland currently used for rough grazing, and contains sheds formerly used for poultry farming and other mainly agricultural buildings.

6.138 The site lies within the White Peak Plateau Pastures landscape character area. It slopes significantly up from Wye Dale in the east to Tongue Lane in the west, and contains limestone walls reflecting historic strip farming patterns. The site is partially screened by the topography to the east and has low visual prominence and impact on the National Park. Nevertheless, it is an open site, and any development should consider the need for boundary landscaping to reduce the impact and the sites visual prominence further. It is adjacent to a Wildlife Site, and close to the Cuningdale Special Area of Conservation. A project level Habitat Regulations Assessment will be required to consider the impacts on the SAC.

6.139 The route of the proposed Fairfield Link Road follows Dale Lane to the north-east of the site, then runs along the north boundary and south to meet with the line of the extension of Granby Road. It is therefore a key development site in the overall delivery of this road. However, because of the topography of the land to the north of this site, this essential link of approximately 230m may be difficult to support by business development. An alternative may be to realign the proposed Link Road along the line of the existing industrial estate road if satisfactory highway standards can be achieved.

6.140 The north of this site adjoins the Flowflex factory. The site is also contiguous with the site to the south off Tongue Lane which is proposed for housing. However, it is proposed that it remains allocated for employment use.

Policy DS 21

Tongue Lane (land south of Tongue Lane Industrial Estate), Buxton

Land amounting to 2ha is allocated for B1b/c, B2 and B8 use. Development will be subject to compliance with adopted Local Plan policies, and:

- Provision of the Fairfield Link Road through the site;
- Contributions towards infrastructure, services and other community needs as required;

- Provision of a comprehensive landscaping plan. Existing vegetation on the boundary should be retained and enhanced in order to further reduce visual prominence and an appropriate landscape framework will need to be created.
- An archaeological evaluation pre-application.
- Project-level Habitats Regulations Assessment in order to address potential air quality effects on the Peak Dales Special Area of Conservation.

The end employment uses will only be suitable if adverse effects on the Peak District Dales SAC can be avoided and/or mitigated. Such mitigation could include:

- the design and layout of development to optimise separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation; and
- controlling dust and emissions from construction, operation and demolition.

Station Road and Spring Gardens Regeneration Area, Buxton

6.141 This proposed regeneration site of 3.34ha comprises areas to the north and south of Station Road within Buxton town centre.

6.142 The area to the north of Station Road is the former Nestle Waters site and comprises largely industrial buildings adjacent to the railway. Part of the site has been developed with a food store. The opportunity to regenerate the area has partially arisen from the relocation of the Nestle bottling plant to Waterswallows. Consultation on the Buxton Design and Place Making Strategy also identified the area as being one where change has the potential to create a high quality piece of town.

6.143 The area to the south of Station Road consists primarily of the service yard and public car park of the Spring Gardens Shopping Centre. To the west is Station Approach, which provides access to a service yard and to the east is Wye Street, which is largely used as a service road for shops in Spring Gardens. The River Wye runs through the site and is open at two points in the car park before it is culverted beneath the shopping centre. A University of Derby hall of residence lies to the east of the site.

6.144 Station Road is approximately 13 metres above the service yard of the shopping centre. There is a substantial concrete retaining wall along its northern boundary with Station Road. The urban design of the shopping centre and service area is now dated and in need of improvement. Development has been considered to improve the urban form of the centre. A planning application for mixed use, including hotel and retail, which would have provided new town centre buildings to screen the site was refused on grounds of design, linkages and flood risk. However, the principle of development on this site was accepted.

6.145 Both parts of the site lie within the town centre boundary. The part south of Station Road lies within the proposed Primary Shopping Area.

6.146 Although the 2009 Retail Study identified the need for a new mainstream foodstore in or on the edge of Buxton town centre to provide competition to the out-of-centre provision, the position has changed and the most recent study and addendum (2014) concluded that there is no over-riding case to allocate a site to accommodate additional convenience retail.

6.147 The area to the south of Station Road lies within the proposed Primary Shopping Area and hence is sequentially preferable to development than on the north site. Although a previous scheme on this site was withdrawn, this was due to design and other grounds which could now conceivably be overcome.

6.148 Applications for retail development outside of the Primary Shopping Area should be supported by a sequential test and impact assessment, and a physical design assessment and development viability appraisal. Pedestrian and cycle access between the site and the rest of the town via existing rights of way and greenways is a key factor.

6.149 The A6 Corridor Study has identified a need for additional parking to serve Buxton Station and support greater use of public transport. Developers within the regeneration area to the north of Station Road should work with Network Rail to identify and deliver suitable opportunities to improve parking provision. The White Peak Loop Cycle project proposes to link Buxton Station with cycle trails through Buxton and out into the Peak District National Park. Development proposals within the regeneration should not prohibit the project from being implemented and should look to support it. As Buxton Station will be a key gateway to the cycle trail network for visitors arriving by train, the regeneration area also provides an opportunity to improve the environment and facilities for cyclists through development.

6.150 In order to maximise the regeneration opportunities for the north part of the site, it is considered appropriate to increase the range of uses to include residential in addition to leisure, tourism and cultural uses. Suitable pedestrian access to the site from the town centre is vital. Town centre parking is also a key consideration and so options such as undercroft or deck-access parking may be considered if appropriate.

6.151 The southern part of the site falls within the Conservation Area boundary and there are two listed buildings (Winster Place and Grove Hotel and Parade) which also fall within the boundary. Proposals would therefore need to be of a high quality design and adhere to the guidance set out in both the Buxton Design and Place Making Strategy and Station Road Design Framework, both of which identify this site as an area of potential change. Buxton is also the site of many archaeological finds, and so an archaeological assessment would be required. The Peak Rail Light Railway Order (1990) grants the company rights to make and maintain a railway on their land which the company has an aspiration to implement.

6.152 The site falls within the identified flood plain of the River Wye, and hence flood risk is an issue. Appropriate mitigation measures will therefore be required in consultation with the Environment Agency.

6.153 Buxton is a historic Spa town and Buxton mineral water is a key part of the local economy. The River Wye also provides a habitat for a protected species, the native crayfish. Appropriate measures to control pollution etc. will therefore be required.

6.154 There has been considerable interest in the site from both owners and developers, and it is considered to be deliverable in the short to medium term.

Policy DS 22

Station Road and Spring Gardens Regeneration Area, Buxton

Land amounting to 3.34ha is allocated for town centre regeneration uses, including residential, office, hotel and tourist accommodation, leisure and cultural related developments. Retail development within the Primary Shopping Area will be supported. Development will be subject to compliance with other relevant Local Plan policies, and should have regard to the Buxton Design and Place Making Strategy SPD and Station Road Design Framework SPD. In addition applications will be subject to:

- Applications for retail development outside of the Primary Shopping Area will require a sequential and impact assessment;
- Preparation of a comprehensive development plan and phasing programme, including a physical design assessment and viability appraisal;
- Heritage Assessment;
- Archaeological Assessment;
- Contributions towards infrastructure, services and other community needs, including: local labour agreement employment and training scheme; highway, parking and traffic management measures; greenways and public realm;
- Provision of additional parking (approximately 30 spaces) to serve Buxton Station to the north of Station Road
- Transport Assessment;
- Travel Plan;
- Environmental Impact Assessment if required;
- Ecological Survey;
- Hydrological Survey;
- Flood Risk Assessment, including surface water control measures via the use of SuDS.

Market Street Depot

6.155 A 0.8 Hectare site off Market Street in Buxton is allocated for the development of approximately 24 dwellings. The land is occupied by a public car park and a former Council depot. The redevelopment of the site should retain at least the same number of public parking spaces as the existing level of provision. However, subject to design considerations, the location and layout of the public car park may be re-configured. The design of proposals should also have regard to the adjacent Conservation Area.

6.156 Due to the historic use of the site, a contamination assessment will be required. An initial assessment has been undertaken. However, further work will be required in support of a planning application, including the identification of appropriate remediation measures.

6.157 The site lies within an Area of Archaeological Interest which indicates the likely extent of the Roman settlement of Aquae Arnemetiae. Numerous Roman finds have been made in this area and it is likely that further archaeological artefacts remain in situ. Development within this area will be carefully managed to ensure that findings are appropriately recorded and preserved. An Archaeological Assessment will therefore be required.

6.158 Whilst the scale of development is not significant, due to the continuation of part of the site as a public car park and the constraints of the local highway network, a Transport Assessment should be prepared in consultation with Derbyshire County Council and submitted in support of a planning application.

6.159 Developer contributions for affordable housing and infrastructure will be required as appropriate.

Policy DS 23

Market Street Depot, Buxton

Land amounting to 0.8 hectares is allocated for residential development of approximately 24 dwellings. Development will be subject to compliance with other relevant Local Plan policies and:

- A transport assessment
- Retention of public car parking within the site
- Consideration of impact on the adjacent Conservation Area
- Contamination Assessment
- Archaeological Assessment
- Contributions towards infrastructure
- Provision of the required proportion of affordable housing provision (currently 30%)

Delivering and Monitoring the Local Plan

7.1 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 should be:

- Capable of being delivered
- Based on a partnership approach that helps to implement the aims and objectives of partner organisations that benefit High Peak
- Flexible to reflect to changing circumstances, and have appropriate contingency measures in place
- Easy to monitor to determine how well the strategy is performing against indicators and targets

7.2 The following sections outline 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 planned development will be delivered.

Implementation and Delivery of Policies

7.3 It is important that the policies in the Local Plan are necessary and capable of being implemented, with clear mechanisms for doing so. Table 12 below outlines how each of the policies will be implemented, what their outcomes will be, how the policy will be implemented and which organisations will be responsible or involved in doing so.

Table 12 Implementation of Local Plan policies

Policy	Principal outcomes	Implementation mechanism	Delivery body
Policy S1 Sustainable Development Principles	Ensuring that all local communities are sustainable and that appropriate development is supported	Determination of planning applications Working with partners to implement relevant plans and strategies	HPBC Developers Partner organisations
Policy S2 Settlement Hierarchy	Steers the distribution of development to the most appropriate locations	Allocation of sites in Local Plan Allocation of sites in Neighbourhood Plans Determination of planning applications	HPBC Parish Councils / Neighbourhood Forums Developers
Policy S3 Strategic Housing Development	To meet housing requirements across the plan area as far as possible within the limits of local landscape, infrastructure and environmental constraints To provide a range of market and affordable housing	Allocation of sites in Local Plan Allocation of sites in Neighbourhood Plans Determination of planning applications	HPBC Parish Councils / Neighbourhood Forums Developers
Policy S4 Maintaining and Enhancing an Economic Base	Deliver a sufficient supply of land business and industrial development to support the economy Business growth in key and emerging sectors of the economy	Allocation of sites in Local Plan Allocation of sites in Neighbourhood Plans Determination of planning applications S106 and conditions	HPBC Parish Councils / Neighbourhood Forums Developers Partner organisations, incl. LEP

7 Implementation and monitoring

Policy	Principal outcomes	Implementation mechanism	Delivery body
Policy S5 Glossopdale Sub-area Strategy	<p>Enable the sustainable development of Glossopdale</p> <p>Support the delivery of complementary regeneration projects and infrastructure investment</p> <p>Preserve key sites of environmental, heritage or recreational value</p>	<p>Allocation of sites in Local Plan</p> <p>Allocation of sites in Neighbourhood Plans</p> <p>Determination of planning applications</p> <p>S106 and conditions</p> <p>Working with partners and neighbouring authorities to deliver regeneration and infrastructure projects</p>	<p>HPBC</p> <p>Parish Councils / Neighbourhood Forums</p> <p>Developers</p> <p>Partner organisations, incl. LEP, neighbouring authorities</p>
Policy S6 Central Sub-area Strategy	<p>Enable the sustainable development of the Central Area</p> <p>Support the delivery of complementary regeneration projects and infrastructure investment</p> <p>Preserve key sites of environmental, heritage or recreational value</p>	<p>Allocation of sites in Local Plan</p> <p>Allocation of sites in Neighbourhood Plans</p> <p>Determination of planning applications</p> <p>Working with partners to deliver regeneration and infrastructure projects</p>	<p>HPBC</p> <p>Parish Councils</p> <p>Developers</p> <p>Partner organisations, incl. LEP, neighbouring authorities</p>
Policy S7 Buxton Sub-area Strategy	<p>Enable the sustainable development of Buxton</p> <p>Support the delivery of complementary regeneration projects and infrastructure investment</p> <p>Preserve key sites of environmental, heritage or recreational value</p>	<p>Allocation of sites in Local Plan</p> <p>Allocation of sites in Neighbourhood Plans</p> <p>Determination of planning applications</p> <p>S106 and conditions</p> <p>Working with partners to deliver regeneration and infrastructure projects</p>	<p>HPBC</p> <p>Parish Councils / Neighbourhood Forums</p> <p>Developers</p> <p>Partner organisations, incl. LEP, neighbouring authorities</p>

Policy	Principal outcomes	Implementation mechanism	Delivery body
Policy EQ1 Climate Change	<p>Reduce rate of climate change and address its impacts through sustainable construction methods and design</p> <p>Increased energy from renewable and low carbon sources</p>	<p>Determination of planning applications S106 and conditions</p> <p>Implementation of Building Regulations</p>	<p>HPBC (Planning applications and Building Control)</p> <p>Developers</p>
Policy EQ2 Landscape Character	<p>Enhance and protect the distinctive character of local landscape and settlements</p>	<p>Determination of Planning Applications S106 and conditions</p> <p>Application of Landscape Character SPD</p>	<p>HPBC</p> <p>Developers</p> <p>Derbyshire County Council (Landscape Officers)</p>
Policy EQ3 Rural Development	<p>Maintain openness of countryside and Green Belt</p> <p>Improved rural economy through provision of appropriate for new recreation, tourism agricultural, business residential and other forms of development</p> <p>Retention of important buildings and features in the countryside</p>	<p>Determination of planning applications S106 and conditions</p>	<p>HPBC</p> <p>Developers</p>
Policy EQ4 Green Belt Development	<p>Maintain openness of the Green Belt</p>	<p>Determination of planning applications</p>	<p>HPBC</p>
Policy EQ5 Biodiversity	<p>Enhance and protect designated sites of international, national and local biodiversity importance</p> <p>Enhance and protect non-designated sites of biodiversity value</p>	<p>Working with partners to achieve targets in Peak District Biodiversity Action Plan</p> <p>Designation of sites in Local Plan</p> <p>Determination of planning applications S106 and conditions</p>	<p>HPBC</p> <p>Derbyshire Wildlife Trust</p> <p>Natural England</p> <p>Derbyshire County Council</p>

7 Implementation and monitoring

Policy	Principal outcomes	Implementation mechanism	Delivery body
Policy EQ6 Design and Place Making	<p>Enhance and respect the character and distinctiveness of local communities</p> <p>Good design in new development</p> <p>Increased use of sustainable design and construction methods</p>	<p>Determination of planning applications</p> <p>S106 and conditions</p> <p>Building for Life Assessments</p> <p>Secured by Design</p>	<p>Developers</p> <p>HPBC / Design Review Panel</p> <p>Developers</p> <p>Derbyshire Constabulary Crime Prevention Design Adviser</p>
Policy EQ7 Built and Historic Environment	<p>Protect and enhance heritage assets</p>	<p>Determination of planning applications</p> <p>S106 and conditions</p> <p>Conservation Area designations</p> <p>Conservation Area Character Appraisals</p> <p>Heritage Assets Local List</p>	<p>HPBC</p> <p>Derbyshire County Council</p> <p>English Heritage</p> <p>Developers</p>
Policy EQ8 Green Infrastructure	<p>Protection and enhancement of green infrastructure</p> <p>Increased provision of greenway multi-user trails</p>	<p>Determination of planning applications</p> <p>S106 and conditions</p> <p>Investment to implement West Derbyshire Greenway Strategy</p> <p>Working with partners to support green infrastructure</p>	<p>Derbyshire County Council</p> <p>Derbyshire Wildlife Trust</p> <p>Natural England</p> <p>HPBC</p>
Policy EQ9 Trees, woodland and hedgerows	<p>Increased incorporation of existing mature trees within new development</p> <p>Protection of trees, hedgerows and woodland</p>	<p>Determination of planning applications</p> <p>S106 and conditions</p>	<p>HPBC</p> <p>Developers</p>

Policy	Principal outcomes	Implementation mechanism	Delivery body
	Improved tree planting and mitigation as part of new development		
Policy EQ10 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 application S106 and conditions Support for measures in all relevant Catchment Flood Management Plans	HPBC Developers Environment Agency
Policy EQ11 Flood Risk management	Flood risk impact mitigation	Determination of planning applications S106 and conditions Support for measures in all relevant Catchment Flood management Plans	HPBC Developers Environment Agency
Policy E1 New Employment Development	New industrial and business development in sustainable locations Improved employment and training opportunities for local residents arising from development	Determination of planning applications Encouraging developers and employers to sign up to the Employment and Skills Charter	HPBC Developers / employers
Policy E2 Employment Land Allocations	Additional land for business and industrial development Mitigation of impact of development	Designation of sites in Local Plan Determination of planning applications S106 and conditions Public sector investment where appropriate	HPBC Developers LEP
Policy E3 Primary Employment Zones	Protection of land for business / industrial use in order to maintain a sufficient supply	Determination of planning applications Designation of sites in Local Plan Public sector investment where appropriate	HPBC Developers LEP

7 Implementation and monitoring

Policy	Principal outcomes	Implementation mechanism	Delivery body
Policy E4 Change of Use on Existing Business Land and Premises	Protection of land for business / industrial use required to maintain a sufficient supply Managed release of constrained employment land to allow other beneficial uses	Determination of planning applications Designation of sites in Local Plan S106 and conditions	HPBC Developers
Policy E5 Regenerating an Industrial Legacy	Regeneration of constrained industrial land New employment space to meet modern requirements New residential development to help meet local needs and facilitate regeneration	Determination of planning applications S106 and conditions Designation of sites in Local Plan Public sector investment where appropriate	HPBC Developers LEP
Policy E6 Promoting Peak District Tourism and Culture	New tourist development in sustainable locations Increased visitor numbers and spending Protection of sensitive landscapes, including the Peak District National Park	Determination of planning applications Support tourism objectives of the Destination management Partnership	HPBC Developers Visit Peak District and Derbyshire LEP
Policy E7 Chalet Accommodation, Caravan and Camp Site Developments	Additional tourist accommodation Protection of sensitive landscapes, including the Peak District National Park	Determination of planning applications S106 and conditions	HPBC Developers
Policy H1 Location of Housing Development	New housing development to meet needs in sustainable locations	Determination of planning applications Designation of sites in Local Plan S106 and conditions	HPBC Developers
Policy H2 Housing Allocations	Sufficient supply of housing land to meet housing needs	Designation of sites in Local Plan	HPBC

Policy	Principal outcomes	Implementation mechanism	Delivery body
Policy H3 New Housing Development	<p>Housing development in sustainable locations</p> <p>Provision of new housing that accords with need in terms of housing type, tenure and size</p> <p>Sufficient supply of affordable housing</p> <p>New housing that accords with Lifetime Home Standards to enable occupation during all stages of life</p>	<p>Determination of planning applications</p> <p>S106 and conditions</p> <p>Building for Life Assessments</p>	<p>Developers</p> <p>HPBC</p> <p>Developers</p> <p>Registered Social Landlords</p> <p>Homes and Communities Agency</p>
Policy H4 Affordable Housing	<p>Sufficient supply of affordable housing that reflects both need and development viability</p> <p>Provision of affordable housing tenures that relates to needs</p>	<p>Determination of planning applications</p> <p>S106 and conditions</p> <p>Appraisals of individual developments where viability may require an adjustment to the level of affordable housing provision</p> <p>Affordable Housing SPD</p> <p>Securing investment from partners, including the Homes and Communities Agency</p>	<p>HPBC</p> <p>Developers</p> <p>Registered Social Landlords</p> <p>Homes and Communities Agency</p>
Policy H5 Rural Exception Sites	<p>Provision of affordable housing in rural areas that respects local townscapes and landscapes</p>	<p>Determination of planning applications</p> <p>S106 and conditions</p> <p>Securing investment from partners, including the Homes and Communities Agency</p>	<p>HPBC</p> <p>Developers</p> <p>Registered Social Landlords</p> <p>Homes and Communities Agency</p>

7 Implementation and monitoring

Policy	Principal outcomes	Implementation mechanism	Delivery body
Policy H6 Gypsies, Travellers and Travelling Show People	<p>Meet any identified need for gypsy, traveller or travelling show people pitches</p> <p>Development that reflects local infrastructure, townscape, landscape and amenity considerations</p>	<p>Determination of planning applications</p> <p>Regular monitoring of the need for gypsy, travellers and travelling show people pitches</p> <p>Partnership working with Derbyshire Gypsy Liaison Group</p>	<p>HPBC</p> <p>Derbyshire Gypsy Liaison Group</p> <p>Derbyshire County Council</p>
Policy CF1 Retail and Town Centres	<p>New retail development that accords with the scale, role and function of settlements</p> <p>Protect and enhance town centre vitality and viability</p> <p>Protection of local shops</p> <p>Town centre public realm and environmental enhancements</p> <p>Accessible retail and town centre development that accords with local design guidance</p>	<p>Designation of sites in Local Plan</p> <p>Determination of planning applications</p> <p>S106 and conditions</p> <p>Securing public sector investment in public realm works</p>	<p>HPBC</p> <p>Developers</p> <p>Derbyshire County Council and other public sector partners</p>
Policy CF2 Primary Shopping Frontages	<p>Retention of A1 use within the retail core of Buxton and Glossop town centres</p> <p>Facilitation of wider town centre uses outside of the Primary Shopping Frontages</p>	<p>Designation of areas within Local Plan</p> <p>Determination of planning applications</p>	<p>HPBC</p> <p>Developers</p>
Policy CF3 Local Infrastructure Provision	<p>Infrastructure improvements required to support new development</p> <p>Infrastructure investments planned by relevant providers to support existing communities supported</p>	<p>Determination of planning applications</p> <p>Phasing of development to ensure that necessary infrastructure is in place at the right time to support development</p> <p>S106 and conditions</p> <p>Community Infrastructure Levy (subject to further consideration)</p>	<p>HPBC</p> <p>Developers</p> <p>Infrastructure providers</p>

Policy	Principal outcomes	Implementation mechanism	Delivery body
Policy CF4 Open Space, Sports and Recreation Facilities	Protection and improvement of quality, quantity and accessibility of open space and recreation provision	<p>Identification and ongoing monitoring of infrastructure needs, costs, timescales and delivery mechanisms in Infrastructure Delivery Plan</p> <p>Designation of land with Local Plan</p> <p>Determination of planning applications</p> <p>S106 and conditions</p> <p>Community Infrastructure Levy (subject to further consideration)</p> <p>Working with partners such as local community trusts to manage open space and recreation assets</p>	<p>HPBC</p> <p>Developers</p> <p>Community trusts</p>
Policy CF5 Provision and Retention of Local Community Services and Facilities	Safeguard local community services and facilities and provide new provision where needed to maintain or improve the sustainability of settlements	<p>Designation of land with Local Plan</p> <p>Determination of planning applications</p> <p>S106 and conditions</p> <p>Community Infrastructure Levy (subject to further consideration)</p>	<p>HPBC</p> <p>Developers</p> <p>Infrastructure providers</p>
Policy CF6 Accessibility and Transport	<p>New development in accessible locations</p> <p>Provision of new sustainable transport measures to increase accessibility</p> <p>Measures to promote create safer road conditions</p> <p>Identification of impacts of development on highways and transport and necessary mitigation measures</p>	<p>Determination of planning applications</p> <p>S106, S278 and conditions</p> <p>Community Infrastructure Levy (subject to further consideration)</p> <p>Local Transport Plan</p> <p>Travel Plans</p>	<p>HPBC</p> <p>Derbyshire County Council</p> <p>Developers</p> <p>High Peak and Hope Valley Community Rail Partnership</p>

7 Implementation and monitoring

Policy	Principal outcomes	Implementation mechanism	Delivery body
		Transport Assessments Working with partners to deliver transport projects	Public transport providers
Policy CF7 Planning Obligations and Community Infrastructure Levy	Provision of infrastructure or funding by developers to support individual sites and the cumulative impacts of development	Determination of planning applications S106 Community Infrastructure Levy (subject to further consideration)	HPBC Developers
Policy DS1 Woods Mill, Glossop	Secure the appropriate mixed-use regeneration of Woods Mill with development including; retail residential, business, leisure, public realm and open space Mitigation of identified impacts Sympathetic design appropriate to the Conservation Area	Designation of site in Local Plan Determination of planning applications S106 and conditions Glossop Design and Place Making Strategy	HPBC Developers
Policy DS2 Former Railway Museum, and land off Dinting Road, Glossop	Secure an appropriate residential development of the site Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS3 Charlestown Works, Charlestown Road, Glossop	Secure an appropriate residential and business Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS4 Adderley Place, Glossop	Secure an appropriate residential development of the site	Designation of site in Local Plan	HPBC

Policy	Principal outcomes	Implementation mechanism	Delivery body
	Mitigation of identified impacts	Determination of planning applications S106 and conditions	Developers
Policy DS5 Former Ferro Alloys site, Glossop	Secure an appropriate residential and business development of the site Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
DS6 Roughfields Hadfield	Secure appropriate residential development of the site Mitigation of identified impacts.	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
DS7 North Road Glossop	Secure appropriate residential development of the site Mitigation of identified impacts.	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS8 Land off Derby Road, New Mills	Secure an appropriate residential development of the site Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS9 Land at Ollersett Lane/Pingot Road New Mills	Secure an appropriate residential development of the site Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers

7 Implementation and monitoring

Policy	Principal outcomes	Implementation mechanism	Delivery body
Policy DS10 Britannia Mill, Buxworth	Secure an appropriate mixed-use development of the site, including residential Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS11 Bingswood, Whaley Bridge	Secure an appropriate mixed-use development of the site, including business / industry Provision of a new access to Bingswood Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS12 Furness Vale Business Park, Calico Lane, Furness Vale	Secure an appropriate mixed-use development of the site, including business, industry, tourism accommodation and residential Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS13 Torr Vale Mill, New Mills	Secure an appropriate mixed-use development of the site, including business, tourism, leisure, education and residential Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS14 Newtown and Woodside Street New Mills	Secure an appropriate mixed use development of the site including residential Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS15 Birch Vale Industrial Estate	Secure an appropriate residential development of the site including retention of employment land	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers

Policy	Principal outcomes	Implementation mechanism	Delivery body
DS16 South of Macclesfield Road Whaley Bridge	Mitigation of identified impacts Secure appropriate residential development of the site Mitigation of identified impacts.	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS17 Land at Hogshaw, Buxton	Secure an appropriate residential development of the site Provision of on-site open space and sports provision Development of access road Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS18 Land west of Tongue Lane, Fairfield, Buxton	Secure an appropriate residential development of the site Development of access road Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS19 Land off Dukes Drive, Buxton	Secure an appropriate residential development of the site Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS20 Land off Ashbourne Road and Foxlow Farm, Buxton	Secure an appropriate mixed-use development of the site, including residential and business / industry	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers

7 Implementation and monitoring

Policy	Principal outcomes	Implementation mechanism	Delivery body
Policy DS21 Tongue Lane (land south of Tongue Lane Industrial Estate), Buxton	Secure an appropriate industrial / business development of the site Development of access road Mitigation of identified impacts	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers
Policy DS22 Station Road and Spring Gardens Regeneration Area, Buxton	Secure a mixed-use development across the site, including retail, tourism, business and office	Designation of site in Local Plan Determination of planning applications Buxton Design and Place Making Strategy Station Road Design Framework S106 and conditions	HPBC Developers
DS23 Market Street Depot Buxton	Secure appropriate residential development of the site Mitigation of identified impacts.	Designation of site in Local Plan Determination of planning applications S106 and conditions	HPBC Developers

7.4 Progress on delivering objectives, policies and sites will be monitored. This will determine how effective the policies and proposals are, and provide an indication of the need for a review to be undertaken.

Monitoring the Local Plan

7.5 It is important that the Local Plan is monitored to identify the need for any reviews to policies or the strategy overall. By identifying appropriate indicators and targets, the effectiveness of policies and implementation measures 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.

7.6 In accordance with the Localism Act 2011 and the Town and Country Planning (Local Planning) (England) Regulations 2012, the Council is required to prepare and publish a monitoring report with up-to-date information annually. Information should be made available on a number of matters, including;

- Local Development Scheme - timetable and progress report on the Local Plan and any Supplementary Planning Documents
- Implementation of Local Plan policies
- Neighbourhood Plans and Neighbourhood Development Orders
- Community Infrastructure Levy (if adopted) - details of receipts and expenditure during the monitoring period
- Duty to Cooperate - details of cooperation with neighbouring authorities, Derbyshire County Council and other key public bodies during the monitoring period
- Housing - completions and commitments, including for affordable housing

7.7 In addition, issues such as the economy, town centres and the environment should also be monitored in order to determine the effectiveness of relevant policies. The following table sets out the indicators that will be used to monitor all of the policies contained within the Local Plan in the Council's monitoring report. The table identifies relevant indicators and targets for each policy of the Local Plan and their related Local Plan objectives. Sources of data for each indicator are also identified.

7 Implementation and monitoring

Table 13 Monitoring of Local Plan policies

Policy	Local Plan objectives	Monitoring indicator	Target	Data source
Policy S1 Sustainable Development Principles	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12	Changes in areas of biodiversity importance (COI E2) New and converted dwellings – on previously developed land (COI E3) Total Amount of employment floorspace on previously developed land – by type (COI BD2)	To maintain and enhance the quantity and quality of Sites of Special Scientific Interest, Sites of Importance for Nature Conservation and local wildlife sites 45% of new and converted dwellings developed on previously developed land 60% of new employment floorspace on previously developed land	Derbyshire Wildlife Trust Development Control Development Control Development Control
Policy S2 Settlement Hierarchy	SO2, SO3, SO4, SO6, SO8, SO9, SO10, SO12	Number of applications approved for dwellings in the countryside (LI16)	To annually reduce the number of approvals for residential development in the countryside	Development Control
Policy S3 Strategic Housing Development	SO2, SO3, SO4, SO9, SO10, SO12	Net additional dwellings for; a) previous years, b) reporting years and c) future years (COI H2 a, b, c) - by Local Plan sub-area and Parish	To meet housing requirements identified in the Local Plan	Development Control Strategic Housing Land Availability Assessment
Policy S4 Maintaining and Enhancing an Economic Base	SO6, SO7, SO8	Total amount of net additional employment floorspace – by type (COI BD1)	To develop sufficient land for B1, B2 and B8 to meet needs identified in the Local Plan.	Development Control

Policy	Local Plan objectives	Monitoring indicator	Target	Data source
Policy S5 Glossopdale Sub-area Strategy	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12	<p>Employment land available – by type (COI BD3)</p> <p>Number of applications approved for dwellings in the countryside including Green Belt (L116)</p> <p>Changes in areas of biodiversity importance (COI E2)</p> <p>Total amount of floorspace for ‘town centre uses’ (COI BD4)</p> <p>Retail unit vacancy rates - by town centre</p> <p>Net additional dwellings for; a) previous years, b) reporting years and c) future years (COI H2 a, b, c) - by Local Plan sub-area and Parish</p> <p>Total amount of net additional employment floorspace – by type (COI BD1)</p> <p>Employment land available – by type (COI BD3)</p>	<p>To make sufficient land available to meet needs identified in the Local Plan.</p> <p>To annually reduce the number of approvals for residential development in the countryside</p> <p>To maintain and enhance the quantity and quality of Sites of Special Scientific Interest, Sites of Importance for Nature Conservation and local wildlife sites</p> <p>To increase town centre floorspace in accordance with needs identified in the Local Plan</p> <p>To be reviewed annually</p> <p>To meet housing requirements identified in the Local Plan</p> <p>To develop sufficient land for B1, B2 and B8 to meet needs identified in the Local Plan.</p> <p>To make sufficient land available to meet needs identified in the Local Plan.</p>	<p>Industrial Land Availability monitoring</p> <p>Development Control</p> <p>Derbyshire Wildlife Trust</p> <p>Development Control</p> <p>Strategic Housing Land Availability Assessment</p> <p>Economic Development</p> <p>Development Control</p> <p>Development Control</p> <p>Industrial Land Availability monitoring</p>
Policy S6 Central Sub-area Strategy	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12	<p>Number of applications approved for dwellings in the countryside including Green Belt (L116)</p> <p>Changes in areas of biodiversity importance (COI E2)</p>	<p>To maintain and enhance the quantity and quality of Sites of Special Scientific Interest, Sites of Importance for Nature Conservation and local wildlife sites</p>	<p>Derbyshire Wildlife Trust</p> <p>Development Control</p>

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Policy	Local Plan objectives	Monitoring indicator	Target	Data source
		<p>Total amount of floorspace for 'town centre uses' (COI BD4)</p> <p>Retail unit vacancy rates - by town centre</p> <p>Net additional dwellings for; a) previous years, b) reporting years and c) future years (COI H2 a, b, c) - by Local Plan sub-area and Parish</p> <p>Total amount of net additional employment floorspace – by type (COI BD1)</p> <p>Employment land available – by type (COI BD3)</p>	<p>To increase town centre floorspace in accordance with needs identified in the Local Plan</p> <p>To be reviewed annually</p> <p>To meet housing requirements identified in the Local Plan</p> <p>To develop sufficient land for B1, B2 and B8 to meet needs identified in the Local Plan.</p> <p>To make sufficient land available to meet needs identified in the Local Plan.</p>	<p>Economic Development</p> <p>Development Control</p> <p>Development Control</p> <p>Industrial Land Availability monitoring</p>
Policy S7 Buxton Sub-area Strategy	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12	<p>Number of applications approved for dwellings in the countryside including Green Belt (L116)</p> <p>Changes in areas of biodiversity importance (COI E2)</p> <p>Total amount of floorspace for 'town centre uses' (COI BD4)</p> <p>Retail unit vacancy rates - by town centre</p> <p>Net additional dwellings for; a) previous years, b) reporting years and c) future years (COI H2 a, b, c) - by Local Plan sub-area and Parish</p> <p>Total amount of net additional employment floorspace – by type (COI BD1)</p>	<p>To maintain and enhance the quantity and quality of Sites of Special Scientific Interest, Sites of Importance for Nature Conservation and local wildlife sites</p> <p>To increase town centre floorspace in accordance with needs identified in the Local Plan</p> <p>To be reviewed annually</p> <p>To meet housing requirements identified in the Local Plan</p> <p>To develop sufficient land for B1, B2 and B8 to meet needs identified in the Local Plan.</p>	<p>Derbyshire Wildlife Trust</p> <p>Development Control</p> <p>Economic Development</p> <p>Development Control</p> <p>Development Control</p> <p>Industrial Land Availability monitoring</p>

Policy	Local Plan objectives	Monitoring indicator	Target	Data source
		Employment land available – by type (COI BD3)	To make sufficient land available to meet needs identified in the Local Plan.	
Policy EQ1 Climate Change	SO5	% of commercial developments over 1,000m2 are built to the highest viable BREEAM rating, at least meeting the BREEAM good standard	To increase the number of commercial developments over 100m2 built to BREEAM standard good or above.	Development Control
Policy EQ2 Landscape Character	SO2, SO3	% of appeals refused where Policy EQ2 / Landscape Character SPD is a reason for refusal	To protect landscape character in accordance with policy	Development Control
Policy EQ3 Rural Development	SO2, SO3, SO4, SO6, SO7, SO9, SO12	% of appeals refused where Policy EQ3 is a reason for refusal (L117)	To protect landscape character in accordance with policy	Development Control
Policy EQ 4 Green Belt Development	SO4	% of applications refused in the green belt	To protect the openness of the green belt	Development Control
Policy EQ5 Biodiversity	SO1, SO2	Changes in areas of biodiversity importance (COI E2)	To maintain and enhance the quantity and quality of Sites of Special Scientific Interest, Sites of Importance for Nature Conservation and local wildlife sites	Derbyshire Wildlife Trust Development Control
Policy EQ6 Design and Place Making	SO3, SO4, SO5, SO10, SO11	% of appeals refused where Policy EQ6 / Residential Design SPD is a reason for refusal % of commercial developments over 1,000m2 are built to the highest viable BREEAM rating, at least meeting the BREEAM good standard	To increase the number of commercial developments over 100m2 built to BREEAM standard good or above.	Development Control

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Policy	Local Plan objectives	Monitoring indicator	Target	Data source
Policy EQ7 Built and Historic Environment	SO3, SO4	Number of properties on the Buildings at Risk Register	Annual reduction in the number of properties in High Peak on the register	Buildings at Risk Register
Policy EQ8 Green Infrastructure	SO1	Changes in areas of biodiversity importance (COI E2)	To maintain and enhance the quantity and quality of Sites of Special Scientific Interest, Sites of Importance for Nature Conservation and local wildlife sites	Derbyshire Wildlife Trust Development Control
Policy EQ10 Pollution Control and Unstable land	SO11	Number of planning permissions granted contrary to advice on land stability and pollution grounds (COI E1)	No permissions granted contrary to advice	Development Control
Policy EQ11 Flood Risk Management		Number of planning permissions granted to Environment Agency advice on flooding and water quality grounds	No permissions granted contrary to Environment Agency advice	Development Control
Policy E1 New Employment Development	SO6	Total amount of net additional employment floorspace developed within employment allocations, PEZs, non-designated sites within BUAB and countryside – by type Number of developers signing up to the Employment and Skills Charter	TBD	Development Control Economic Development
Policy E2 Employment Land Allocations	SO6	Total amount of net additional employment floorspace – by type on allocated sites (COI BD1) Employment land available on allocated sites– by type (COI BD3)	To develop sufficient land for B1, B2 and B8 to meet needs identified in the Local Plan. To make sufficient land available to meet needs identified in the Local Plan.	Development Control Industrial Land Availability Assessment

Policy	Local Plan objectives	Monitoring indicator	Target	Data source
Policy E3 Primary Employment Zones	SO6	Total amount of net additional employment floorspace on PEZs – by type (COI BD1) Employment land available on PEZs – by type (COI BD3)	To develop sufficient land for B1, B2 and B8 to meet needs identified in the Local Plan. To make sufficient land available to meet needs identified in the Local Plan.	Development Control Industrial Land Availability Assessment
Policy E4 Change of Use on Existing Business Land and Premises	SO6	Total amount of net additional employment floorspace – by type (COI BD1) Employment land available – by type (COI BD3)	To develop sufficient land for B1, B2 and B8 to meet needs identified in the Local Plan. To make sufficient land available to meet needs identified in the Local Plan.	Development Control Industrial Land Availability Assessment
Policy E5 Regenerating an Industrial Legacy	SO6	Total amount of net additional employment floorspace on Industrial Legacy sites – by type (COI BD1) Net additional dwellings for the current reporting year on Industrial Legacy sites	To enable the mixed-use redevelopment of all Industrial Legacy sites during the plan period	Development Control Industrial Land Availability Assessment
Policy E6 Promoting Peak District Tourism and Culture	SO7	Number of approvals of planning applications for tourist accommodation and facilities	To increase and improve tourist facilities	Development Control
Policy E7 Chalet Accommodation, Caravan and Camp Site Developments	SO7, SO2, SO3, SO4	Number of approvals of planning applications for tourist accommodation and facilities	To increase and improve tourist facilities	Development Control
Policy H1 Location of Housing Development	SO9, SO12	New and converted dwellings – on previously developed land (COI E3) Net additional dwellings for; a) previous years, b) reporting years and c) future years (COI H2 a, b, c) – by Local Plan sub-area and Parish	45% of new and converted dwellings developed on previously developed land To meet housing requirements identified in the Local Plan	Development Control Strategic Housing Land Availability Assessment

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Policy	Local Plan objectives	Monitoring indicator	Target	Data source
Policy H2 Housing Allocations	SO9, SO10, SO12	Net additional dwellings for; a) previous years, b) reporting years and c) future years (COI H2 a, b, c) - by Local Plan sub-area and Parish	To meet housing requirements identified in the Local Plan	Development Control Strategic Housing Land Availability Assessment
Policy H3 New Housing Development	SO9	Net additional dwellings for; a) previous years, b) reporting years and c) future years (COI H2 a, b, c) - by Local Plan sub-area and Parish Housing Quality – Building for Life Assessments (COI H6) Gross affordable housing completions (COI H5)	To meet housing requirements identified in the Local Plan All developments which meet the industry standard for Building for Life to be assessed. Affordable housing development levels in accordance with Policy H4	Development Control Strategic Housing Land Availability Assessment
Policy H4 Affordable Housing	SO9	Gross affordable housing completions (COI H5)	Affordable housing development levels in accordance with Policy H5	Development Control
Policy H5 Rural Exception Sites	SO9	Number of approvals / refusals under Policy H5 Affordable housing completions on rural exception sites	All housing built on rural exception sites meets an identified need for affordable housing	Development Control Development Control
Policy H6 Gypsies, Travellers and Travelling Show People	SO9	Identified need for pitch provision Net additional pitches (Gypsy & Traveller) (COI H4)	To meet the need identified in the Gypsy & Traveller Accommodation Assessment	Derbyshire Traveller Issue Working Group Development Control

Policy	Local Plan objectives	Monitoring indicator	Target	Data source
Policy CF1 Retail and Town Centres	SO4, SO7, SO8	Total amount of floorspace for 'town centre uses' (COI BD4) Retail unit vacancy rates - by town centre	To increase town centre floorspace in accordance with needs identified in the Local Plan To be reviewed annually	Development Control Economic Development
Policy CF2 Primary Shopping Frontages	SO8	Retail unit vacancy rates within the PSA % of units in A1 use within the PSA and primary shopping frontage	To be reviewed annually	Economic Development
Policy CF3 Local Infrastructure Provision	SO10, SO11	Approvals for new infrastructure and community facilities % of major applications approved contrary to infrastructure provider advice (LI18) Provision of identified infrastructure required to support growth	TBD No applications approved contrary to infrastructure provider advice Infrastructure provided in accordance with phasing of housing growth and site delivery	Development Control Infrastructure Delivery Plan
Policy CF4 Open space, Sports and Recreation Facilities	SO1, SO10, SO11	S106 for open space provision (LI5) Number of major applications that result in a loss of a sport, recreation, play facility or amenity green space not mitigated through alternative provision	Open space provision in accordance with the standards outlined in Policy CF4 No major applications to result in an unmitigated loss of sports, recreation, play facility or amenity green space	Development Control
Policy CF5 Provision and Retention of Local Community Services and Facilities	SO10	Approvals for new community facilities (LI4)	To maintain and improve provision of community services	Development Control

7 Implementation and monitoring

Policy	Local Plan objectives	Monitoring indicator	Target	Data source
Policy CF6 Accessibility and Transport	SO10, SO11	Approvals that result in the loss of a community facility Number of approvals that comply with parking standards required by the Highways Authority (LI7a) Number of approvals supported by a Travel Plan (SE5)	100% of approvals in compliance with identified parking standards 100% of approvals accompanied by a Travel Plan when required to do by highways Authority	Development Control

Infrastructure Delivery

7.8 A key element of the delivery of the Local Plan is the provision of essential community infrastructure. The Local Plan will seek to optimise existing infrastructure in appropriate locations and ensure that new infrastructure is provided to support development where required in accordance with Policy CF3 (Local Infrastructure Provision). As required by Policy CF7 (Planning Obligations and Community Infrastructure Levy), funding will be sought from developers to invest in infrastructure necessary to support on site requirements through planning obligations and/or conditions or to address the cumulative impacts on development through the Community Infrastructure Levy (subject to further consideration).

7.9 In preparing the Local Plan, the Council worked jointly with the neighbouring authorities of Derbyshire Dales District Council the Peak District National Park Authority to gather evidence, including the identification of infrastructure needs. Discussions and consultation with key infrastructure providers has been undertaken regarding the proposed Local Plan to ensure that, at this strategic level, plans are in place for infrastructure delivery.

7.10 To support the Local Plan, a separate **Infrastructure Delivery Plan** has been prepared which identifies the infrastructure requirements for High Peak, responsible delivery bodies, costs and sources of funding. It will be updated on a regular basis and modified to reflect any changes in circumstances identified through the the Annual Monitoring Report. Further engagement with infrastructure services providers will be carried during the final preparations of the Local Plan and following its adoption out to ensure that the Infrastructure Delivery Plan remains up to date. A copy of the IDP can be viewed on the Evidence Base page of the website.

8 Appendix 1 - Parking Guidance

Table 14

Use type		Standards
		The parking criteria below provide guidance on the level of parking for development use types. Each application will be considered in the context of its need for parking and its impact on the local road network
Shops (A1)		
1	General shops	
	Customers	
	Staff	1 space per 100m ² +1 secure cycle space per 40 staff (minimum 1)
2	Food retail	
	Food retail below 1000m ²	1 space per 25m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Food retail 1000 - 3000m ²	
	Food retail above 3000m ²	
	Food retail above 1000m ²	1 space per 14m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Staff	1 space per 100m ² , or 4 members of staff + 1 secure cycle space per 40 staff (minimum 1)
3	Non-food retail	
	Non-food retail below 1000m ²	1 space per 25m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Non food retail above 1000m ²	1 space per 20m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Customers	

	Staff	1 space per 100m ² , or 4 members of staff + 1 secure cycle space per 40 staff (minimum 1)
4	Garden centres	
	Customers	1 space per 30m ² covered area plus 1 space per 50m ² open area of display areas generally open to the public. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Staff	1 space per 100m ² covered area, or 4 members of staff + 1 secure cycle space per 40 staff (minimum 1)
5	Retail Parks	To be assessed as a combination of the different uses described above
Financial & Professional Services (A2)		
1	Public services offices	1 space per 15m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
2	Betting shops	1 space per 15m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Customers	
	Staff	
Food & Drink (A3)		
1	Restaurants, Cafés and hot food take-aways.	1 space per 4m ² dining area or public waiting space in take-aways (customers & staff). 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum of 2. NB roadside (motorists) restaurants are included in this category
2	Transport Cafés	
	Customers	1 lorry space per 2m ² public dining area, 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.

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	Staff	1 space per 100m ² , or 4 members of staff + 1 secure cycle space per 40 staff (minimum 1)
		NB - The minimum size of a lorry space should be 15m x 3m and lorries must be able to enter and leave the site in a forward direction
3	Public Houses, Licensed Clubs and Bar Areas of Restaurants	
	Customers and staff	1 space per 2m ² public drinking area, + 1 space per 10m ² of beer gardens (customers & staff). 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces. NB - Any Food and Drink development which includes residential accommodation must provide extra spaces complying with the Dwelling Houses (C3) standards
	Business (B1)	Over 2500m ² - 1 space per 30m ²
1	Office use	
	Town centre/edge of centre	Up to 2500m ² , 1 space per 25m ² . Above 2500m ² , 1 space per 60m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Out of centre	Up to 2500m ² , 1 space per 25m ² . Above 2500m ² , 1 space per 35m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Out of town	Up to 2500m ² , 1 space per 25m ² . Above 2500m ² , 1 space per 30m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
2	Non office use	
	Town centre/edge of centre	Up to 2500m ² , 1 space per 25m ² . Above 2500m ² , 1 space per 60m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Out of centre	Up to 2500m ² , 1 space per 25m ² . Above 2500m ² , 1 space per 35m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces

	Out of town	Up to 2500m ² , 1 space per 25m ² . Above 2500m ² , 1 space per 30m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
General Industrial (B2)		
	Town centre/edge of centre	Up to 2500m ² , 1 space per 25m ² . Above 2500m ² , 1 space per 60m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Out of centre	Up to 2500m ² , 1 space per 25m ² . Above 2500m ² , 1 space per 35m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Out of town	Up to 2500m ² , 1 space per 25m ² . Above 2500m ² , 1 space per 30m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Industrial processes	
	Staff & visitors	Below 2500m ² 1 space per 40m ² + 1 short-stay cycle space per 1,000m ² (minimum 1) + 1 long-stay per 350m ² (minimum 1)
	Operational vehicles	1 space per vehicle based at premises, + parking for maximum number of HGVs normally visiting the site
	Vehicle service, repair and spares stores	
	Customers	1 space per 15m ²
	Staff	1 space per 30m ²
	Tow vehicles	1 space minimum, appropriately sized
Storage or Distribution (B8)		
	Town centre/edge of centre	Up to 250m ² - 1 space per 25m ² ; between 250m ² and 2500m ² - 1 space per 100m ² ; over 2500m ² - 1 space per 300m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces

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	Out of centre	Up to 250m ² - 1 space per 25m ² ; between 250m ² and 2500m ² - 1 space per 100m ² ; over 2500m ² - 1 space per 180m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces
	Out of town	Up to 250m ² - 1 space per 25m ² ; between 250m ² and 2500m ² - 1 space per 100m ² ; over 2500m ² - 1 space per 120m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces
	Warehousing	
	Operational parking	1 space per vehicle based at premises, + parking for maximum number of HGVs normally visiting the site
	i) Below 235m ² - staff & visitors	1 space per 25m ²
	ii) Above 235m ² - staff & visitors	7 spaces + 1 space per 100m ² internal + 1 space per 200m ² external storage area + 1 short-stay cycle space per 5,000m ² (minimum 1) and 1 long-stay per 40 staff (minimum 1)
	Wholesale cash & carry	
	Operational parking	1 space per vehicle based at premises, + parking for maximum number of HGVs normally visiting the site
	i) Below 235m ² - staff & customers	1 space per 25m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	ii) Above 235m ² - staff & customers	2 spaces + 1 space per 30m ² . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Hotels (C1)	
1	Hotels, boarding and Guest houses	
	Customers	1 space per bedroom. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces
	Staff	1 space per 10 bedrooms. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces

	Coaches	To be assessed individually but, as a minimum, satisfactory facilities should be provided, generally clear of the highway, to enable coach passengers to embark or disembark in safety and coaches to must be able to enter and leave the site in a forward gear. NB (i) - the bedroom total should include both guest and staff bedrooms; (ii) - where bar and restaurant facilities are also provided, the additional parking provision for these must meet half of the appropriate Food and Drink standards; (iii) - conference facilities - 1 space per 5m ² of rooms provided.
2	Residential hostels and community homes	
	Residents & staff	1 space per 4 bedrooms, + 1 space per 2 staff. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces
Residential Institutions (C2)		
1	Aged persons care homes	
	Visitors & staff	2 spaces + 1 space per 4 bedrooms. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
2	Residential schools, colleges, and training centres; halls of residence, hospitals and community housing for disabled people	To be assessed individually
Dwelling houses (C3)		
1	1 bed dwellings	1.5 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.

8 Appendix 1 - Parking Guidance

2	2/3 bed dwellings	2 bed - 1.5 spaces per unit: 3 bed - 2 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.
3	4+ bed dwellings	3 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.
4	Sheltered accommodation	
	Residents, visitors & staff	2 spaces + 1 space per 3 residential units. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
5	Houses in multiple occupation	
6	Aged persons residence	1 space per residential unit + 1 space per 2 units for visitors. NB - these units are limited to residential use by people over the national retirement age, with no provision for a warden.
7	Holiday residence	1 space per 1 & 2 sleeping room units, 2 spaces per 3 (and over) sleeping room units. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
8	Caravan sites	1 space per pitch + restaurant and bar facilities to comply with the Food and Drink (A3) standards. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
Non - residential institutions (D1)		

1	Medical or health service surgeries (including veterinary surgeries)	2 spaces per consulting room +2 additional spaces. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
2a	Crèches and day nurseries	1 space + 1 space per 10m ² (0 - 3 year old children) or 1 space per 20m ² (3 - 8 year old children) of child accommodation/internal play area + 1 extra space where the licence is for 20+ children. 1 secure cycle parking stand or every 10 car parking spaces subject to a minimum 2 cycle parking spaces. NB - Facilities should be provided clear of the highway to enable children to enter and leave parked cars and minibuses in safety without vehicles reversing, unless the proposed development is in a location where vehicles can wait to set down or pick up children safely on the highway. Travel plans will be required, where appropriate, to minimise car dependency.
2b	day centres	1 space per 2 staff + appropriate turning, standing and parking facilities for coaches and mini-buses. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
3a	Infant, primary & secondary schools	2 spaces per classroom or teaching area. 1 cycle space per 30 students (primary), per 10 students (secondary) + 1 cycle space per 40 staff. Sufficient hard standing should be provided on play areas, etc for out of hours parking by parents or mature students. NB - facilities should also be provided to enable pupils to enter and leave parked coaches and cars safely and clear of the highway, without vehicles reversing.
3b	Higher & further education	Up to 2500m ² , site to be assessed individually. Above 2500m ² , 1 space per 2 staff, +1 space per 15 students. 1 cycle parking stand per 5 students normally present in addition to 1 cycle parking space for every 10 normally present members of staff.
4	Art galleries	To be assessed individually. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces

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5	Museums	To be assessed individually. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
6	Libraries	To be assessed individually. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
7	Public or exhibition halls	1 space per 5m ² public floor area. Minimum of 1 short-stay cycle space and 1 long-stay cycle space
8	Places of worship & religious instruction	1 space per 5 seats or 5 m ² public floor area. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
9	Community Centres	Bar/drinking area as public house. Other areas will be assessed in relation to other categories. Staff & visitors - 1 space per 2m ² public drinking area, + 1 space per 5m ² public floor area. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
Assembly & Leisure (D2)		
1	Cinemas & conference facilities	1 space per 5 seats. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
2	Concert halls	Up to 1000m ² 1 space per 5m ² . Over 1000m ² 1 space per 22m ² . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces

3	i) Bingo halls	Up to 1000m ² 1 space per 5m ² . Over 1000m ² 1 space per 22m ² . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	ii) Casinos	Up to 1000m ² 1 space per 5m ² . Over 1000m ² 1 space per 22m ² . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
4	Dance halls, ballrooms & discotheques	Up to 1000m ² 1 space per 5m ² . Over 1000m ² 1 space per 22m ² . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
5	i) Swimming baths & fun pools	Up to 1000m ² 1 space per 5m ² . Over 1000m ² 1 space per 22m ² . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	ii) Skating rinks	Up to 1000m ² 1 space per 5m ² . Over 1000m ² 1 space per 22m ² . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	iii) Sports halls & multi-purpose sports venues	Up to 1000m ² 1 space per 5m ² . Over 1000m ² 1 space per 22m ² . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	iv) Multigyms & sport dance venues	Up to 1000m ² 1 space per 5m ² . Over 1000m ² 1 space per 22m ² . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	v) Raquet clubs	4 spaces per court. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	vi) Outdoor sports grounds	15 spaces per pitch. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	vii) Golf clubs	150 spaces per 18 hole course. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces NB

8 Appendix 1 - Parking Guidance

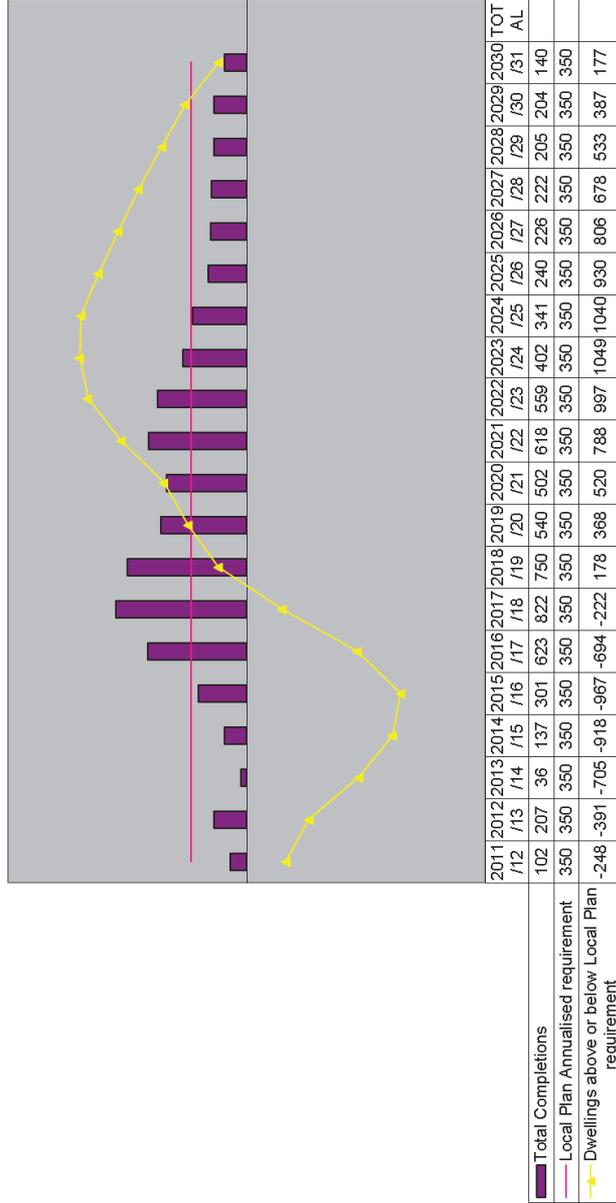
		- i) 9 hole and other smaller courses will be assessed individually but not necessarily on a pro-rata basis; ii) Club house social facilities shall be assessed on the basis of the appropriate Food & Drink standards.
	viii) Driving ranges	2 spaces per bay
	ix) Bowls & bowling	15 spaces per green or 4 spaces per lane
	x) Snooker halls	2 spaces per table
	xi) Camp sites	1 space per pitch
	xii) Camping barns	To be assessed individually with particular regard to whether they are readily accessible from the highway
	xiii) Water sports venues & marinas	To be assessed individually with particular regard to intensity and type of use and whether there is only private or, alternatively, public access and participation
	xiv) Specialist sports facilities (eg dry-ski slopes)	To be assessed individually. NB - wherever restaurant, bar or office facilities are provided, these will require additional parking spaces in accordance with either the Food & Drink or Business standards.
Non - Scheduled Uses		
1	Theatres	1 space per 3 seats or 3m ² gross auditorium floor area if the seats are not permanently fixed
2	Amusement arcades or centres & funfairs	To be assessed individually with particular regard to open times and seasonal use
3	Coin operated launderettes & dry cleaners	
	Customers	1 space per 30m ²
	Staff	1 space per 100m ²
4	Petrol filling stations	

	Customers	1 space per 30m ²
	Staff	1 space per 100m ²
	Car wash	5 spaces minimum, separate from the filling and queuing lanes
5	Sale & display of motor vehicles	1 space per 40m ² gross display area, whether internal or external
6	Sale & display of boats and caravans	To be assessed individually, but with regard to standard 5 above
7	Taxi & vehicle hire businesses, including driving schools	1 space per vehicle operated. NB - if the business consists of an office for receiving orders only, the vehicles being kept elsewhere, a minimum of 1 space shall be required with additional spaces to be assessed individually
8	Scrapyards, mineral storage or distribution yards, earth moving plant depots, motor vehicle breakers and plant hire firms.	To be assessed individually with particular regard to the amount of public access
9	Stadia	Over 1500 seats - 1 space per 15 seats. Sufficient coach parking should be provided to the satisfaction of the local authority and traeted separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.
Criteria not mentioned elsewhere		
		Abattoirs, auction rooms, car valeting, cemeteries, livery stables and riding schools, livestock markets and ambulance, fire and police staions etc. will be assessed individually with particular regard to periods and frequency of use.

8 Appendix 1 - Parking Guidance

		<p>1 Parking for disabled people should be additional to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists, in terms of numbers and design (see Traffic Advice Leaflet 5/95, Parking for Disabled People)</p> <p>2 For mixed use development, the gross floorspace given over to each use should be used to calculate the overall maximum parking figure. For land uses not covered in these standards, the most stringent regional or local standards should apply.</p>
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Housing Trajectory High Peak



Appendix 3 - Schedule of Saved Local Plan Policies (2008) to be superseded

Table 15

Saved Policies		New Local Plan policy
General Development Framework		
GD2	Built Up Area Boundaries	S2, S5, S6, S7, H1
GD3	Improvement Corridors	
GD4	Character, Form and Design	S1, EQ6
GD5	Amenity	S1, EQ6,
GD6	Landscaping	S1, EQ6
GD7	Crime Prevention	EQ6
GD12	Unstable Land, Landfill and Contaminated Sites	EQ10
GD13	Buxton Mineral Water	S7
Conservation and Enhancement of the Open Environment		
OC1	Countryside Development	EQ3
OC2	Green Belt Development	EQ4
OC3	Special Landscape Area Development	
OC4	Landscape Character and Design	EQ2
OC5	Development Conspicuous from the Peak District National Park	S1, EQ1, EQ2, EQ3
OC8	Sites of Nature Conservation Importance	EQ5
OC10	Trees and Woodlands	EQ2, EQ9
Conservation and Enhancement of the Built Environment		
BC1	External Materials	S1, EQ6, EQ7
BC2	Shop Fronts	EQ7
BC3	Security Measures	
BC5	Conservation Areas and their Settings	EQ7
BC6	Demolition in Conservation Areas	EQ7
BC7	Alterations and Extensions to Listed Buildings	EQ7
BC8	Settings of Listed Buildings	EQ7
BC9	Demolition of Listed Buildings	EQ7
BC10	Archaeological and other Heritage Features	EQ7

Saved Policies		New Local Plan policy
BC11	Historic Parks and Gardens	EQ7
Town Centres and Retailing		
TC1	Town Centres	S4,S5,S6,S7, CF1,E2,E3,E6
TC2	Town Centre Environment	CF1
TC3	Large Stores	CF1
TC4	Large Stores Which Cannot Be Located In Existing Town Centres	CF1
TC5	Small Shops	CF1
TC6	Retention of Local Centres and Village Shops	S1,CF1
TC9	The Evening Economy - Pubs, Clubs and Takeaways	CF5
TC10	Car Parking and Town Centre Access Improvements	CF6
TC11	Regeneration Areas in Glossop	S5
TC12	Prime Retail Frontage	CF2
TC13	Torr Vale Mill Regeneration Area	DS13
TC14	Regeneration Area at Hogs Yard	DS11
TC15	Regenerations Areas in Buxton	S7
Population and Housing		
H1	New Housing Provision	S3, H2
H2	Housing and Infrastructure in Glossopdale	S5
H4	Housing in Buxton	S7
H5	Housing within the Built-up Area Boundaries	H1
H9	Affordable Housing for Local Needs	H4
H10	Rural 'Exceptions' Affordable Housing for Local Needs	H5
H11	Layout and Design of Residential Development	H3
H12	Public Local Open Space	CF4
H13	Replacement Dwellings in the Countryside	EQ3
H14	Domestic Extensions and Ancillary Dwellings	EQ6
H15	Sub-division of Existing Dwellings	H3
H16	Houses in Multiple Occupation	H3

Appendix 3 - Schedule of Saved Local Plan Policies (2008) to be superseded

Saved Policies		New Local Plan policy
H17	Gypsy Sites	H6
Employment and Business		
EMP1	Industry and Business Allocations in the Glossopdale Area	S5, E1,E2
EMP2	Industry and Business Allocations in the Central Area	S6, E1,E2
EMP3	Industry and Business Allocations in the Buxton Area	S7,E1,E2
EMP4	Primary Employment Zones	E3
EMP5	Open Storage and Processing	
EMP6	Industry and Business within the Built-Up Area Boundaries and Homeworking	E1
EMP7	Industry and Business in the Countryside	E1, EQ3
EMP8	Infilling/Redevelopment at Major Developed Sites in the Green Belt	EQ4
EMP9	Change of Use from Industry or Business	E4
Leisure and Tourism		
LT3	Protection of Recreational Land and Facilities	CF4
LT4	New Recreation Facilities	CF4
LT5	Horse Riding Facilities, Stables and Riding Schools	EQ3
LT6	Golf Courses	EQ3
LT7	Intensive Outdoor Recreation	EQ3
LT8	Air, Motorised and Shooting Sports	EQ3
LT10	Buxton's Spa Heritage	S7
LT11	Canals and Canal Basins	
LT13	Touring Caravan and Camp Sites	E7
Community Facilities and Utility Services		
CF2	Local Community Facilities	CF5
CF3	School and College Facilities	S5,S6,S7
CF4	Childcare Facilities	
CF5	Residential Care Facilities	
CF7	Telecommunications	CF3
CF10	Renewable Energy	S1, EQ1

Saved Policies		New Local Plan policy
Transport and Access		
TR1	Transport Implications of New Development	S1, CF3
TR2	A57/A628 Mottram-Tintwistle By-Pass and A57 Glossop Spur	S1, S5
TR3	Local Road Schemes	S5,S6,S7
TR4	Traffic Management	CF6
TR5	Access, Parking and Design	CF6,S1
TR7	New Railway Infrastructure	S5,S6
TR9	Disused Railway Lines	
TR11	Footpaths, Bridleways and Byways	EQ8
TR13	Long Distance and Local Trails	EQ8
TR14	The Protection and Construction of Trails	EQ8

Housing Supply

Glossop

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
2009/0227	106 Sheffield Road			1		1
2009/0391	Land adj to 11 wren Nest Terrace	05/10/2012		1		1
2013/0084	Land to the rear of 273 Sheffield road	09/04/2016			1	1
2010/0563	1 The Forge Fauvel Place			2		2
2011/0014	49 High Street west			1		1
	Slatelands/ turnlee	07/01/1900			9	9
607/500	Manor Park View			1		1
2011/0359	Flurochem Old Glossop office to dwg	31/08/2014		1		1
2013/0155	Hurst Fm Glossop	17/05/2016			1	1
2012/0013	8 Dinting Lane Glossop (2011/0155)	05/03/2015		2		2
2011/0705	2-4 Pyegrove Glossop (2011/0070)	06/02/2015		1		1
2012/0026	Samas Roneo, Glossop Rd	12/04/2015			93	93
2012/0502	Chapel St	19/10/2015			37	37
2012/0397	Lane Ends farm Hague St Glossop	08/10/2015		2	0	2
2012/0633	York St Glossop	05/02/2016	19			19

2012/0432	North Road (Partington)	17/12/2015		5	0	5
2013/0030	The Poplars Talbot Rd	22/03/2016			1	1
2013/0001	Zion Methodist Simmondley Lane	12/03/2016			2	2
2013/0056	Shepley Street	02/05/2016			44	44
2013/0183	Hurst Fm Derbyshire Level	17/05/2016			1	1
2013/0187	72a High Street East	21/05/2016		1	0	1
2013/0202	Adj 101 Shaw Lane	17/06/2016			1	1
2013/0223	89 High Street West	19/06/2016			1	1
2013/0285	Bakers Solicitors 89 High St West C	22/07/2016			1	1
2013/0296	124a Victoria St Glossop	09/07/2016			1	1
2013/0684	48 Heath Road	03/01/2017		1	0	1
2013/0013	119 High St West	26/03/2017			1	1
2014/0044	24 Arundel St	22/05/2017			4	4
2014/0134	25 Dinting Lane	14/05/2017			1	1
2013/0597	Charlestown Works	17/03/2017			100	100
2013/0324	Dinting Road	12/06/2017			93	93
2014/0180	rear 25 Dinting lane	17/06/2017			1	1
2014/0064	Redcourt	05/08/2017			40	40
2014/0264	Duke of Norfolk School	08/09/2017			4	4
2014/0449	Manor Park View	28/11/2017			1	1
2014/0578	rear 12 Howard St	12/01/2018			1	1

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2014/0599	adj 61 Glossop Road	14/01/2018			1	1
2014/0645	19 High Street East	12/02/2018			2	2
2015/0070	22A Charlestown Road	25/03/2018			1	1
2013/0327	North Road	12/06/2017			150	150
			19	19	593	631

Hadfield

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
	Waterside Hadfield	05/01/1900		4	9	18
2009/0758	Spring Tavern Woolley Bridge	16/03/2013		4		4
2012/0515	Land off Albert Street	11/12/2015		2		2
2014/0182	Brookside Bungalow Lambgates	13/06/2017		6	0	6
2013/0469	Kingsmoor Leisure Hadfield conversion to 11 flats	11/11/2016		11		11
2011/0598	32 Station Rd Hadfield	21/12/2014		1		1
2012/0545	Woolley Bridge	21/12/2015			31	31
2012/0701	lambgates	06/02/2016			7	7
2013/0168	305 Hadfield Road	22/08/2016			1	1
2013/0444	Albert Street	04/12/2016		1	0	1

2013/0534	108 Padfield Main road	22/01/2016		1	0	1
2014/0067	Panhandle Site Graphite Way	15/05/2017			44	44
2014/0070	3 Marsden St Hadfield	08/05/2017			1	1
2014/0421	1 Post Street Padfield	13/10/2017			1	1
2014/0462	1 Lambgates	18/11/2017			1	1
			0	30	95	130

Tintwistle

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
					0	0

Charlesworth/Chisworth

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
2012/0635	Land to the rear the Stableblock Tann Court	27/12/2015			1	1
2013/0004	Bankwood Mill Farmhouse Long Lane	27/02/2016			1	1
2013/0298	Bankwood Mill Long Lane	01/08/2016			2	2

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2012/0007	Holehouse Mill	04/04/2015			22	22
2013/0582	16 Church Fold	15/01/2017			1	1
2013/0582	Long Lane				0	0
2014/0103	111 Marple Road Chisworth	23/06/2017			1	1
2014/0483	Hunters Inn Chisworth	03/12/2017			2	2
2013/0298	Barn rear Homestead Farm Charlesworth	10/12/2015		1		1
			0	1	30	31

Buxton

Application No	Address	lapses	Completions March 2015	Under construction	Not Started	Total
2012/0380	Bailey Flatt Farm Redgap Lane Fairfield				2	2
2012/0156	Mycocks Yard rear of Brooklyn Place Fairfield road 2009/0287	12/06/2015			14	14
2013/0398	29 Byron Street Buxton	02/09/2016			10	10
2014/0048	Garden House Farm Tongue Lane Fairfield	01/05/2017			6	6
2011/0030	58 Undergrin Leek Road	17/03/2014		1		1
2009/0631	Land to the rear of 14 Leek Road			1		1
2009/0734	20 Maccesfield Road			2		4

2013/0172	Buxton Rugby Club 2010/0123	21/05/2016			6	6
2013/0249	Land adjacent 12 Lascelles Road	19/06/2016			1	1
2005/0539	RM 039366 Waterswallows Road				331	331
2011/0087	14 The Laurels (ext of time 2008/0374)			2		2
2013/0415	Carr Road B (ext of time 2008/0031)	01/10/2016			11	11
2013/0480	Holker Ave Buxton	30/01/2017			3	3
2012/0420	Punch Bowl Buxton	09/10/2015		3		4
2011/0472	Thorn Heyes London Rd Buxton garage to res	21/11/2014	1			1
2011/0578	Liberal Club Waterswallows Rd B	13/12/2014		2	3	5
2011/0633	3 Lightwood Road (communal flats)			1		1
2012/0415	Devonshire Arms North Road Buxton	11/10/2015		3		3
2012/0518	28 Darwin Ave (flat to 2)	31/10/2015			1	1
2012/0677	24 Macclesfield Road	25/01/2016		2		2
2013/0002	Lascelles Road	15/02/2016			1	1
2012/0574	2a Quadrant Mews	03/04/2016			2	2
2013/0110	23 Market St	18/04/2016			2	2

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2013/0161	107/111 Green Lane	18/07/2016			1	1
2013/0183	58 Punchbowl Manchester Road	21/05/2016		2		2
2013/0306	3 Elm House St Peters Road	09/08/2016			1	1
2013/0378	Plex Fm Bishops Lane	25/09/2016			2	2
2013/0468	6b Manchester Road	14/10/2016			1	1
2013/0420	26 St Johns Rd	16/09/2016			1	1
2013/0600	7/8 Sunnyfields HH	26/09/2014			1	1
2013/0677	11 Eagle Parade	28/01/2017			3	3
2013/0668	108a St Johns Rd	12/04/2017			4	4
2013/0674	48 Chatsworth Road	06/02/2017			1	1
2014/0094	108 Newstead House St Johns Rd	01/05/2017			1	1
2014/0422	Riversvale House	27/10/2017			1	1
2014/0118	Flat 2 Crowther House The Quadrant	11/06/2017			1	1
2014/0160	Prince Wales Hotel Fairfield	09/06/2017			2	2
2014/0235	BT Repeater Station Manchester Road	08/08/2017			1	1
2014/0348	Leek Rd/ Macclesfield Old Rd	15/09/2017			4	4
2013/0603	Foxlow Farm	01/11/2017			445	445
2014/0373	11a The Laurals Lascelles Rd	03/10/2017			1	1

2014/0386	9 The Quadrant	09/10/2017			3	3
2014/0337	108 Newstead House St Johns Rd	26/11/2017			4	4
2014/0446	10 Marlow St	24/10/2017			1	1
2014/0372	Brown Edge Road	16/03/2018			53	53
2014/0388	1 Burlow Road	12/01/2018			1	1
2014/0587	20 Temple Rd	23/02/2018			1	1
2014/0603	18A Burlow Road	08/01/2018			1	1
2014/0637	18 Burlow Road	12/02/2018			1	1
2014/0653	46 South Avenue	03/03/2018			1	1
2015/0005	9 Robertson Road	27/02/2018			1	1
2014/0403	Burlow Road	01/11/2017			275	275
			1	19	1206	1229

Central Area**Dove Holes**

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
2012/0174	Workshop adj 47 Station Road	17/05/2015			4	4
2012/0366	Netherfield Fm Meadow lane	07/08/2015			1	1
2013/0319	Hallsteads	10/09/2016			120	120
2013/0430	93 Hallsteads	01/10/2016			1	1
2013/0417	Hallsteads	31/10/2016			80	80
2014/0433	55 Meadow Lane	21/10/2017			1	1
2014/0435	47 Station Road DH	21/10/2017			4	4

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			0	0	211	211

Chinley/Whitehough

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
2013/0131	Adj Cross Keys	13/05/2016		2	0	2
2013/0421	Buxton Road Chinley	27/09/2016			14	14
2013/0368	33 Princes Rd Chinley	04/11/2016			4	4
2013/0513	Crown and Mitre Hayfield Road	04/11/2016		4	0	4
2013/0672	Cross Keys Chapel Milton	19/02/2017		1	0	1
2013/0675	Adj the Cottge Chapel Milton	05/02/2017		2		2
2013/0679	Bakery Cottage, Belle Vue	03/02/2017			1	1
			0	9	19	28

New Mills

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
2009/0210	140-146 Albion road			1		1
2012/0692	Land at 152a Albion Road	01/02/2016			8	8

2012/0439	Foundary Cottage Hyde Bank Road	03/06/2016			2	2
2013/0293	Salem Mill Hyde Bank Road New Mills	06/08/2016			15	15
2013/0346	Land at Greensett Laneside Road	15/08/2016			1	1
2013/0382	Fairhaven Albion Road	22/08/2016			8	8
2010/0347	20 High Street			3		3
204/157	Mousley Bottom	04/01/1900		2		6
1006/813	Sett Close	04/01/1900			1	5
2011/0528	39-41 Church Road NM	15/11/2014	2			2
2011/0533	25 Marsh Lane	23/11/2014		1		1
2011/0665	Heartsease laneside Rd NM (2011/0313)	16/01/2015			1	1
2012/0458	Moorland Road Birch Vale	15/01/2015		1		1
2012/0481	Brookbottom Church	11/10/2015		1		1
2012/0690	56 Hyde Bank Rd	11/02/2016		1		1
2013/0068	41 Whitle Rd	10/04/2016			1	1
2013/0315	Marsh Lane	02/09/2016			29	29
2013/0496	34 Market St NM	22/10/2016			3	3
2013/0441	26/30 Union Rd	25/09/2016			1	1
2013/0363	9-11 Marsh Lane	07/08/2016			2	2
2014/0041	82/86 Low Leighton Road	14/04/2017			1	1
2013/0669	land at Whitle Rd	30/01/2017			2	2

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2013/0670	Liberal Club Hurst Lea road	13/03/2017			1	1
2014/0532	Fairy Meadow Laneside Road	22/12/2017			1	1
2014/0107	113 Dye House Lane	08/05/2017			2	2
			2	10	79	99

Whaley Bridge

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
2013/0503	184 Taxal Edge Macclesfield Road	25/11/2016		7		7
2009/0113	Land at Paddock House Paddock lane			1		1
2010/0655	Folds Farm Barn Folds Lane Fernilee	16/02/2014		1	0	1
2014/0264	Navigation Inn Johnson Street	15/09/2017			3	3
2010/0645	Cadster Mill Chapel Road			1		1
2011/0611	Reddish Farm (2011/0276)			5		5
2011/0671	143 Buxton Rd WB 1-2	22/02/2015		1	0	1
2013/0055	Gisbourne Yard	18/07/2016			14	14
2014/0069	5-7 Stoneheads	22/05/2017			1	1
2014/0368	Horwich Farm Eccles Road	19/11/2017			1	1

2014/0523	Shallcross Foundary	23/12/2017			9	9
2014/0151	Whaley Bridge Service station	08/07/2017			3	3
			0	16	31	47

Chapel en le Frith

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
2012/0205	Capital Grange Garage High Street	01/07/2015			10	10
307/221	Bowden Lane			4		5
2013/0657	Manchester Road	12/05/2017			104	104
2013/0628	Jolly Carter Inn Buxton Rd	14/02/2017			2	2
2011/0676	Hayfield Road East	01/06/2015			4	4
2012/0476	100 Market St			1		1
2012/0297	Roebuck Place	11/07/2015			14	14
2012/0323	Forge Works	29/05/2016			182	182
2012/0408	Federal Mogal	07/11/2016	11	37	116	164
2012/0678	Long Lane	08/04/2016	44	16	6	66
2013/0048	36 Market St	27/06/2016			2	2
2013/0091	34 Market Street	15/04/2016			2	2
2013/0396	South 37 Beresford Rd	06/09/2016	2		0	2
2013/0320	Long Lane South	19/12/2016			105	105
2013/0416	14 Long Lane	15/10/2016			1	1

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2014/0505	73 Market St	08/12/2017			3	3
2014/0341	rear 102 Market St	19/02/2018			2	2
2014/0663	55 Market Street	17/02/2018			4	4
2014/0210	129 Manchester Road	07/08/2017			49	49
			57	58	606	722

Hayfield

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
2012/0173	5 Highfield road 2009/0396	16/05/2015			1	1
2012/0491	Swallow House Lane		21	0		21
			21	0	1	22

Furness Vale

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
2011/0228	Broadhey Farm FV (ext of 2008/0314)			4		4
2011/0306	Rightstones Bn Yeardsley Ln FV	27/09/2014		1		1
2011/0411	13 Lake View FV subdivision	26/10/2014		1		1
			0	6	0	6

Peak Dale/Smalldale

Application No	Address	Date lapses	Completions March 2015	Under construction	Not Started	Total
2013/0295	Holy Trinity Church School Road Peak Dale	18/07/2016			6	6
2014/0238	Smalldale Cottages	13/08/2017			1	1
			0	0	7	7

	Comp	Under construction	available	total	5 year supply
Glossop	19	50	718	768	0
Central	80	99	954	1053	0
Buxton	1	19	1206	1225	0
Total	137	189	2857	3046	0