

Ashbourne Neighbourhood Plan



2019 – 2033

July 2021

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(The Plan is supported by a comprehensive Evidence Document—references are noted as *ED Sec.4 etc. and a Consultation Document*

Executive Summary

The Ashbourne Neighbourhood Plan has been prepared by the Ashbourne Neighbourhood Plan Group on behalf of Ashbourne Town Council. It is based on a sound evidence base comprising district wide and local research plus the outcomes of several major engagement and consultation exercises with the local community. The Neighbourhood Plan's vision, strategic objectives and planning policies are therefore based on a solid foundation of local need and an ambition for sustainable growth

The key planning issues that this Neighbourhood Plan addresses are set below. The Ashbourne Neighbourhood Plan will help Ashbourne Town Council through to 2033.

- To enable sustainable economic growth, supporting innovation and attracting new employment to create a lively, prosperous well-maintained market town.
- To ensure that new housing is well designed and sustainable and meets the needs of all sections of the community.
- To make Ashbourne and its countryside a destination for visitors, tourists, families and shoppers.
- To ensure that new development enhances the character and special landscape features of Ashbourne and does not result in urban sprawl.
- To protect Ashbourne as a town of quality heritage and character, including the town's important green spaces and vistas.
- To ensure that new development contributes to and does not prejudice the town's highway infrastructure.
- To ensure Ashbourne's community services are increased and enhanced to support the scale of housing and economic growth identified in the Neighbourhood Plan.
- To create a place that prioritises pedestrians.

Neighbourhood Plans have to be the subject of a referendum of the people living within the Neighbourhood Area. Once 'made', the Ashbourne Neighbourhood Plan will form part of the statutory development plan for the Derbyshire Dales District which deals with a range of matters concerned with the use and development of land. Decisions on planning applications must be in accordance with the development plan as a whole, unless material considerations indicate otherwise. This Neighbourhood Plan document also includes Community Actions (Annex A) which will be progressed by the Town Council.

It is a legal requirement for Neighbourhood Plans to have appropriate regard to national policies and guidance and to be in general conformity with local strategic policies. In addition, the plan must help to achieve sustainable development and not breach EU obligations.

The Ashbourne Neighbourhood Plan has been prepared against the context of national policy and the Adopted Local Plan (2017). The Local Plan was adopted on 7 December 2017. It sets out the overall vision, objectives and policies for the future development of the parts of Derbyshire Dales that lie outside the Peak District National Park. The Local Plan has a series of policies which are intended to address the strategic priorities for the area as well as provide guidance to the development management process in the day-to-day determination of planning applications.

The Local Plan has two core strategic growth policies that are particularly relevant to ensuring sustainable development namely: -

- An Objectively Assessed Need for housing at 5680 dwellings
- A need for at least 15 hectares of employment land which has been extended to 24 to ensure sufficient flexibility in supply and range of sites throughout the District.

A significant proportion of the future housing growth in the Local Plan is allocated in Ashbourne along with the vast majority of new employment land although most of the land allocated for development lies outside the Neighbourhood Area. This makes the Ashbourne Neighbourhood Plan particularly important in the delivery of sustainable development across Derbyshire Dales. Policy S8 of the Local Plan is dedicated to the 'Ashbourne Development Strategy'. This sets out general principles of development for the future growth of Ashbourne along with some specific project recommendations such as 'supporting the principle of a second bypass to connect the A52 west of the town with the A515 to the north should funding opportunities arise.

Particularly relevant in this context is the extension of the Ashbourne settlement framework boundary to include both phases of the proposed development of the Ashbourne Airfield site, The Neighbourhood Plan's boundary is limited to the Ashbourne parish and thus covers only part of that proposed development. However, the development of the Ashbourne Airfield site will have a fundamental bearing on the future of Ashbourne from a housing, employment, education, traffic and environmental perspective.

Based on extensive community consultation we have developed a vision for the town in 2033: - That Ashbourne will be a lively, prosperous well-maintained market town, marrying a strong economic base with care for its unique heritage and exceptional surroundings. It will be a destination of choice for families to live, tourists, visitors and shoppers. Priority will be given to pedestrians. It will be a centre for high quality, high-end innovative industries, including start-ups, and fledgling businesses and as a focus for innovative and environmental/energy related initiatives.

Our Ashbourne Neighbourhood Plan reflects the desire and objectives of local people and organisations to see Ashbourne grow sustainably over the next 14 years. We have high hopes and aspirations but are also realistic about what can be really achieved and how it can be implemented with public and private funding. We believe that our Plan provides the framework for a positive partnership with Derbyshire Dales District Council, (DDDC), Derbyshire County Council, (DCC) the Derby and Derbyshire Clinical Commissioning Group and local employers and developers to deliver the key objectives and projects contained within the Neighbourhood Plan. Of particular importance, following comments received during the Regulation 14 consultation is the need for a pragmatic and realistic Ashbourne Community Infrastructure Plan. This will demonstrate where Section 106 funding derived from Ashbourne developments will be invested in the Town.

Introduction and Context

In 2011, the Localism Act introduced new powers for communities to create a Neighbourhood Plan, allowing local communities to shape the future development and regeneration of their communities. In 2012, Ashbourne Town Council sanctioned a steering group to work on its behalf to compile evidence and consult with the people of Ashbourne in order to understand the real challenges to the area, and to produce a plan which addresses those needs. This resulted in the establishment of the Ashbourne Neighbourhood Plan Steering Group (ANSPG) which comprised local community volunteers dedicated to promoting a new sustainable future for Ashbourne.



The Ashbourne Neighbourhood Plan Steering Group has embraced this opportunity, and the entire community has worked together over the last few years to deliver this Neighbourhood Plan. Ashbourne has consulted widely with neighbouring parishes and local councils, district councils, residents, business owners, community groups, land owners and other stakeholders to create a plan which will protect and safeguard the character of Ashbourne as a sustainable town centre for years to come. Numerous public forums and meetings have been held, and the circulation of 8000 questionnaires, on two separate occasions, to properties in Ashbourne to complete and return, thus ensuring the community had the opportunity to help shape and inform the Neighbourhood Plan.

Public participation throughout the creation of the document has been excellent, with a large number of people making their time and knowledge freely available. The recently completed Regulation 14 consultation demonstrates this point with over 150 local people, Derbyshire Dales District Council, Derbyshire County Council and other organisations submitting over 500 separate planning comments on the Neighbourhood Plan. With over 96% of local people, who commented, supporting the Ashbourne Neighbourhood Plan it demonstrates the fact that the Plan is solidly community endorsed.

We believe that the Ashbourne Neighbourhood Plan addresses the key issues facing Ashbourne. The plan takes into account Ashbourne's economy, environment, planning, transportation and the overall viability to retain Ashbourne as a sustainable town for future generations.

The Ashbourne Neighbourhood Plan ensures that new housing development is suitable, sustainable and sensitive to local needs, particularly in the context of the Town's unique rural setting on the edge of the Peak District National Park ensuring that the town is able to flourish and grow whilst retaining its character and sense of tradition.

Finally the Ashbourne Neighbourhood Plan sets out its ambitions for Ashbourne to become not just the “Gateway to The Peak District” but to become the jewel in the Derbyshire Crown, a favoured destination.

Ashbourne Town Council sincerely thanks everyone who has made a contribution towards this document. It would not have been possible without you.

Section 1

Vision and Aims

1.1

Ashbourne's Neighbourhood Plan will seek to protect and enhance the **IDENTITY** and **ENVIRONMENT** of Ashbourne, whilst providing significant opportunities for the sustainable growth of the **ECONOMY** and **FACILITIES**. These categories were identified following the initial public consultation.

1.2

The results of the public consultation identified that there were a number of aspirations for the future of the town. From the SWOT analysis (Strengths/Weaknesses/Opportunities/Threats) there was an overwhelming theme, that in order to develop any meaningful policies for the future of Ashbourne, it was essential to understand the direction of travel and to outline what we wished the town to be in 2033. These aspirations are listed below

- To enable sustainable economic growth, supporting innovation and attracting new employment to create a lively, prosperous well-maintained market town.
- To ensure that new housing is well designed and sustainable and meets the needs of all sections of the community.
- To make Ashbourne and its countryside a destination for visitors, tourists, families and shoppers.
- To ensure that new development enhances the character and special landscape features of Ashbourne and does not result in urban sprawl.
- To protect Ashbourne as a town of quality heritage and character, including the town's important green spaces and vistas.
- To ensure that new development contributes to and does not prejudice the town's highway infrastructure.
- To ensure Ashbourne's community services are increased and enhanced to support the scale of housing and economic growth identified in the Neighbourhood Plan.
- To create a place that prioritises pedestrians.

Section 2

Ashbourne's Neighbourhood Plan

2.1

The Ashbourne Neighbourhood Plan sets out a vision, strategic objectives and planning policies to influence and control the future sustainable development of Ashbourne, for the period 2017 to the end of 2033. We support the Government's objective of giving more power to local communities in planning local development.

2.2

Ashbourne's Neighbourhood Plan fully complements the **Government's National Planning Policy Framework** (NPPF) in promoting and creating opportunity for sustainable development. It also builds on the District Council's adopted Local Plan 2017.

2.3

The Neighbourhood Plan also supports the strategic direction of Derbyshire Dales District Council's Local Plan 2017 and is in conformity with the strategic direction and policies in the Local Plan. This is demonstrated in the 'Basic Conditions Statement' that accompanies the Plan.

2.4

Although the Government's intention is for local people to influence what goes on in their neighbourhood plan area, the Town and Country Planning Act 1990, as amended by the Localism Act 2011, sets out important legal requirements. In accordance with such legislation, the Neighbourhood Plan has been written to meet the following 'Basic Conditions':

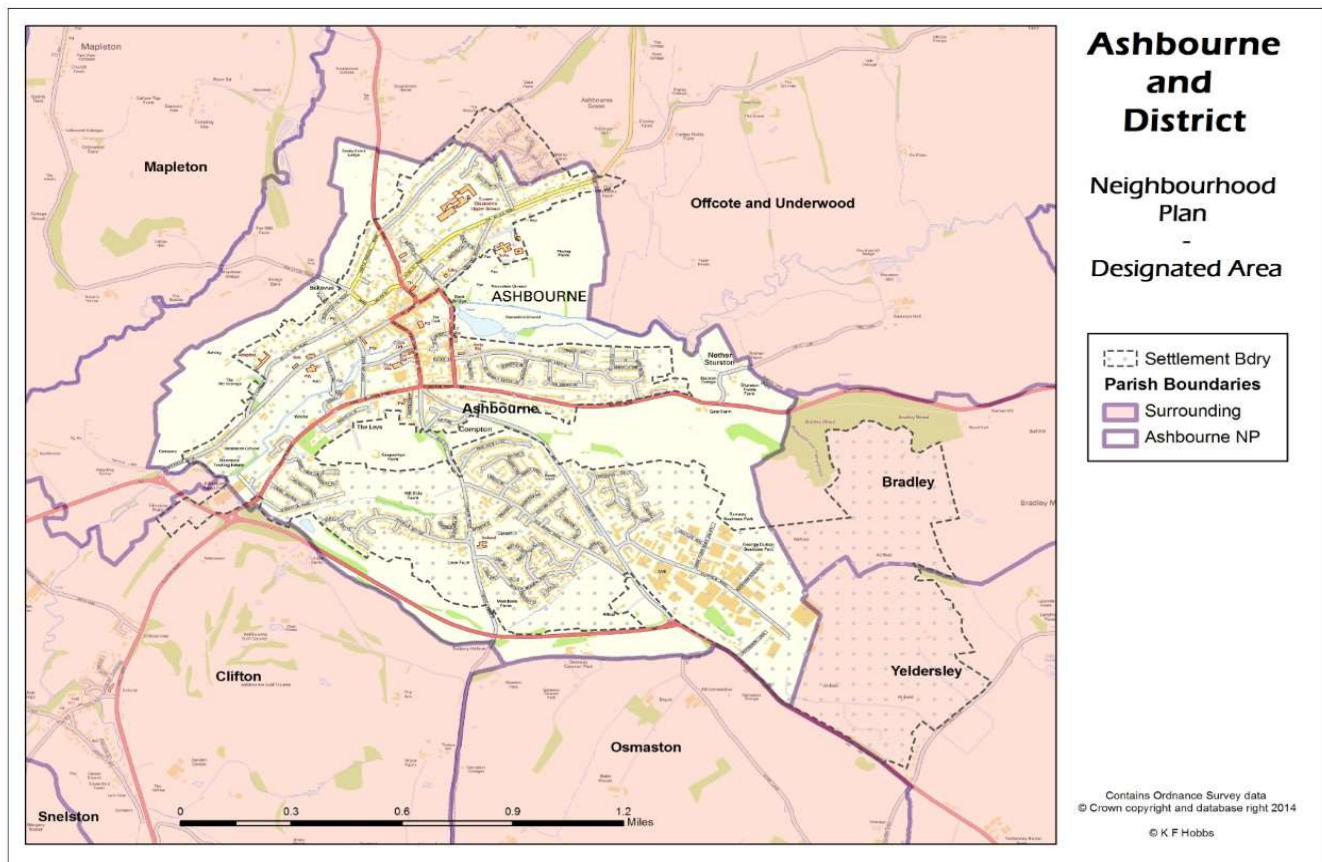
- Have regard to national policies and advice contained in guidance issued by the Secretary of State, namely the National Planning Policy Framework and Planning Policy Guidance;
- Contribute to the achievement of sustainable development;
- Be compatible with European Union (EU) and European Convention on Human Rights (ECHR) obligations;
- Be in general conformity with the strategic policies of the development plan for the area.
- Not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017(d).

The Neighbourhood Area

2.5

The Ashbourne Neighbourhood Plan Steering Group (ANPSG) consulted with all neighbouring parishes to assess whether it would be beneficial and suitable to have one large Neighbourhood Plan that spanned several parishes. Discussions with neighbouring parishes lasted several months and focused to a large extent on the proposed development of the Ashbourne Airfield site, which falls within Ashbourne's settlement boundary (as defined within the Derbyshire Dales Local Plan 2017 and as shown on the map below) but not within the Ashbourne Parish, which is the designated Neighbourhood Area. The DDDC Local Plan 2017 identifies this site for development to provide the economic foundation for sustainable

residential growth in a key market town in the Derbyshire Dales. The decision of the neighbouring rural parishes was that Ashbourne should pursue the Neighbourhood Plan on its own. The consequence is that a significant portion of the Airfield site falls outside the Ashbourne Plan’s remit, despite having a material impact on Ashbourne and its services. See the map below that outlines the designated Neighbourhood Area.



From Belle Vue Road across to the opposite side of the valley



Westwards towards Church Street and St Oswald’s Church.



The community supported the importance of the town’s green spaces and vistas which are so special in making Ashbourne a town of quality, heritage and character.

South West from Buxton Road and Market Place.



From Buxton Road across the area to the south-east



Section 3: Community and Stakeholder Engagement

3.1 The following diagrams illustrate the complexity of our consultation planning and how it relates to the preparation of the Neighbourhood Plan.

2013

June -
Urban Vision
Workshop

August -
Urban Vision
Workshop

September -
Urban Vision
Workshop

October - December 2013 Public consultation

Government Funded workshops involving Urban Vision.
Neighbouring Parishes contacted to encourage joint working

Commenced raising awareness through regular local paper articles.

Stage 1
19th Oct. 2013 –
Open Meeting in Town Hall

Stage 2
15th /16th & 18th Dec
Sixth Form Consultation sessions at Queen Elizabeth's Grammar School.

2014

January First Leaflet
consultation

April 2nd Leaflet with
response form

May Data
Analysis

July
Leaflet sent

August
Public meetings

**Stage 2 (Cont.)
Neighbourhood Plan
Drop-in Consultation**
Members of the public were invited to contribute their views to help inform the Neighbourhood Plan

Six all day sessions were held – 3 in the Library / 2 in the Leisure Centre and 6 Street venue.
21st/22nd/23rd/24th/25th & 28th January 2014

Neighbourhood Plan Presentations
Steering Group made presentations to community Groups - Rotary / Lions / U3A / Over 50's / WI.

Neighbourhood Plan Research
Steering group consulted with Retailers / Businesses / Schools / Health & Emergency Services / Local Voluntary Organisations

Stage 3

Leaflet devised from Stage 2 feedback and then circulated to all households in Ashbourne, also made available at Library, Leisure Centre, online and the Local News Telegraph Offices.

Information received from **Stage 3** was collated and an information leaflet devised for circulation.

Leaflet / invite sent out notifying all Ashbourne residents of public meetings

Stage 4

Four Public meetings held to feedback on consultation responses organised to address the major issues identified by the community

Public consultation meetings informed the ANPSG of the day to day issues



February
Emerging
Neighbourhood Plan

Evidence compiled into
one document (**ED**)

April

Draft Neighbourhood Plan

May

Pre-Submission Consultation

Stage 5

Steering Group Members
invited to present the
findings of consultations
to Ashbourne Town
Council

The draft Ashbourne Neighbourhood Plan was approved by Ashbourne Town Council on 21 April 2015 to proceed to formal 'Pre-submission consultation'. This is a specific stage in the Neighbourhood Plan process as shaped by the Neighbourhood Planning (General) Regulations 2012.

Stage 6

The consultation started on the 21 May 2015 and closed on the 2nd July 2015.

The consultation was organised to provide the opportunity for local people, businesses and organisations to comment on the draft Neighbourhood Plan and was also promoted at a range of formal and informal meetings over the 6 week consultation period.



Draft Plan – your comments / views

Name (optional)	Postcode:-					
Please Tick the area/s that your comments refer to	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; border: 1px solid black;">Policies</td> <td style="width: 15%; border: 1px solid black;">Identity</td> <td style="width: 15%; border: 1px solid black;">Economy</td> <td style="width: 15%; border: 1px solid black;">Environment</td> <td style="width: 15%; border: 1px solid black;">Facilities</td> </tr> </table>	Policies	Identity	Economy	Environment	Facilities
Policies	Identity	Economy	Environment	Facilities		
Do you agree with the content of the proposed Neighbourhood Plan? (Please Tick box)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border: 1px solid black; text-align: center;">YES</td> <td style="width: 50%; border: 1px solid black; text-align: center;">NO</td> </tr> </table>	YES	NO			
YES	NO					
This form is also available on line @ www.ashbourneplan.org						

This Pre-submission Consultation was publicised through the Ashbourne Neighbourhood Plan website and a regular column in the local paper, the Ashbourne News Telegraph, as well as notices in thirty two local / town centre shops.

Hard copies of the Neighbourhood Plan were available for inspection and comment in venues around the town:- Library, Leisure Centre, Town Hall, Ex Servicemen's Club and News Telegraph Office. In addition the four local schools had copies and response forms available for parents.

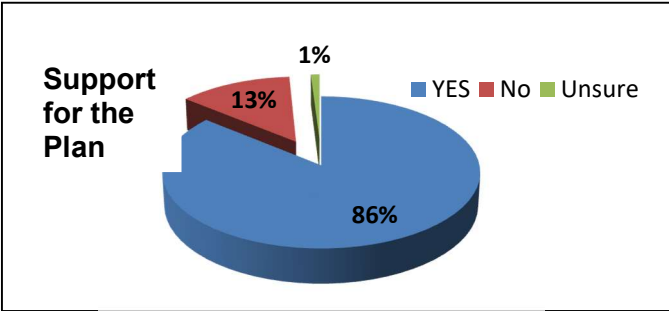
Public engagement – to ensure that as wide a range of public awareness was achieved, the following activities were also undertaken: Presentations to established groups:- Rotary 2/6. U3A & Probus 5/6; 50+ 10/7.

An "Open – drop-in event" at the Town Hall 16.00hrs – 20.00 hrs on 16th June. – this event was publicised through street signs and also by method previously outlined.

In the final weeks public awareness was raised through street consultations on successive weekends.

Formal / Statutory engagement
Notification of the six week consultation was sent to the organisations identified in the appended list.

In addition members of the Steering Group met with **Members of Derbyshire County Council** on 4th June;
Derbyshire Dales District Planning Officers on 16th June'
DCC Education officers on 9th July.



2016/17

Sept 2015 – April 2016
Post Pre submission
Consultation Analysis

April – Sept 2016
Housing Needs assessment

Sept 2016 – February 2017
Final write-up before
publication

Draft Neighbourhood plan rewritten taking into account findings / feedback from the six week consultation process.

Re-formatted plan supported by a comprehensive evidence document prepared..

April – presented to **Ashbourne Town Council** for comment

Independent Housing Needs Assessment commissioned by Ashbourne Town Council and undertaken by AECOM Infrastructure & Environment UK Ltd.

August - HNA findings presented to **Ashbourne Town Council**

Findings from above incorporated into final draft of the Neighbourhood Plan and added to the **Evidence Document**

Informal and formal consultation on final document, including presentations to Local Community groups.

Alignment with Derbyshire Dales Local Plan

Final document prepared.

2017/18

February - Sept 2017
Screening

Oct 2017
Reg. 14 Consultation Preparation

Nov 6th – Dec 18th 2017
Regulation 14 - Six Week public consultation period.

February - Plan submitted to Derbyshire Dales District Council for statutory "screening" process.

September - Plan returned to Neighbourhood Plan Steering Group following screening.

Returned plan updated and Consultation Diary, Notification / Comment leaflet and Public notices devised.

Diary – The six week period included:- Presentations to Community Groups – Over 50's, Lions, Rotary and QEGS
Three Saturday "Street" events.
Eight informal opportunities for the public to engage with members of the ANPSG – held during the day in the Library and Leisure Centre.
Two "Open Evenings" in the Town Hall

Notification
4000 leaflets distributed to households 1400+ leaflets personally handed to the community at the events listed above.
Notices in 40 town locations.
Plan and Evidence document available for scrutiny at Town Hall, Library, Leisure Centre and on-line.
25 shop window notices.
Leaflets in Hospital and all Dr's and Dentists waiting rooms.
Open Evenings also announced via 36 street/lamppost signs giving one weeks notice and then a reminder on the day – "Today"

Stage 7
Consultation commenced Monday 6th November.
Weekly Steering group meetings held to consider feedback from paper, on-line and statutory/Organisation returns.
(251/44 /6)
Meetings with Town Council (2) and DDDC (1)

Support for Plan

Response	Percentage
Yes	96%
Unsure	1.5%
No	2.5%

Ashbourne Neighbourhood Plan

A series of events are planned for you to view the Neighbourhood Plan, explore issues and ask questions.

INFORMAL DISCUSSIONS:
On-Street: 9am – 1pm Saturdays
November 18th, December 2nd & 9th.
Library: 10am – 3.30pm November 17th, 21st, 29th & December 4th.
Leisure Centre: November 14th, 22nd, 27th & December 12th
Open drop ins: see below for details

What	When	Time	Where
Open Drop in sessions	Tuesday	4pm – 7.30pm	Town Hall
Open Drop in sessions	Tuesday	4pm – 7.30pm	Town Hall

Dec 18th 2017- January 24th 2018
Regulation 14 - Adjustments.

Community and Statutory comments, where applicable, incorporated into Plan. See breakdown in Evidence Document

Ashbourne's Strengths, Weaknesses, Opportunities, and Threats

3.2

Throughout the consultation process we were identifying and assessing what the community saw as Ashbourne's Strengths, Weaknesses, Opportunities, and Threats (SWOT). This analysis gives a good understanding as to what measures and policies are required to preserve the town and its community. This simple exercise laid the foundation for the Plan that follows. All information is recorded in the **Evidence Document**..

We want to build on Ashbourne's Strengths

- An historic market town with a unique Georgian heritage;
- A superb range of independent, high-quality shops;
- A beautiful setting;
- A string of excellent green spaces including a green corridor along the Henmore Brook running through Ashbourne park and along the water meadows towards Clifton;
- First class education provision at Nursery, Primary, Secondary and Sixth Form levels.



We recognise that there are some Weaknesses that require attention



- On-going traffic movement within the town, particularly from HGVs and cars travelling through the historic north/south and east/west intersection;
- Limited space for parking;
- Lack of consultation on developing Community Facilities;
- Developments for housing and employment should be on "brown field" sites
- Ashbourne is seen as the "gateway" to The Peak District which encourages people to travel through rather than stay;
- Limited recreation space for all age groups.

There are some real **Opportunities** for Ashbourne

- Promoting development to provide high-quality employment for local people;
- Improving the environment of the Town Centre to maximise visitor and shopper “browsing” and encourage footfall;
- Promoting the continuation of the A515 by-pass;
- Improving the parking situation within the town and in outlying areas;
- Promoting the market;
- Ensuring all future developments are well designed;
- Supporting independent retailers through marketing.



Unsustainable development in Ashbourne is a considerable **Threat**

- Further impact on the transport issues and overloading “pinch points”;
- Further impact on critical services such as police, ambulance, fire and GP surgeries;
- The loss of green space and identity;
- Local businesses suffering from lack of custom;
- Young People move away from Ashbourne as they are unable to train, work and afford to live in the town;
- Further impact on school places at both Primary and Secondary level.

Section 4: Local Character and Distinctiveness



4.1 Ashbourne has a strong visual character and it is important that any new development recognises and respects that character and contributes to the quality of this special place.

4.2 It is important that the residential developments which are necessary to meet the housing supply targets should be both interesting and sensitive to their location. They should not be the “anywhere-type” estates that do not respond to the strong character of Ashbourne and do not have a sense of place.

4.3 In promoting the housing and employment growth plans of the Local Plan there is a desperate need not to lose that essential character of Ashbourne as a town within a setting of green hills and important strategic views particularly of the town’s conservation areas and over 180 listed buildings.

4.4 The same applies to other developments, specifically the employment development of the Airfield site which needs to be special to attract the new high-quality companies that we want to see in Ashbourne and also allow existing companies to expand rather than having to move elsewhere.

4.5 Ashbourne is extremely fortunate to be situated on the edge of the Peak District in between the green rolling hills in the valley of the Henmore Brook. The landscape is intrinsic to the character of Ashbourne as it offers a vibrant urban setting in the heart of one of the most beautiful natural environments in the country.

4.6 The consultation process has revealed that this is something that local residents are very conscious of, and are very proud of and in many cases is why people choose to live in Ashbourne rather than one of the nearby towns or cities. Particularly important are the important local green spaces in the town which provide context to the fine buildings and Conservation Area.

Distinctive views and vistas

4.7

Ashbourne is situated in a constricted part of the valley of the Henmore Brook which rises in the foothills of the Peak District to the north and flows through the town to join the River Dove approximately two miles further downstream.



**Ashbourne
Memorial Park**

The community supported the importance of the town's green spaces and vistas which are so special in making Ashbourne a town of quality heritage and character.



4.8 This Valley sits towards the south and west of the Derbyshire Dales, dividing highland and lowland Derbyshire on the western boundary of the county. There are high limestone hills and steep valleys to the north, and flat gravels and clay to the south. These hills and valleys confine the old town to the flatter areas on the valley floor and lower slopes of the south facing hillside.

4.9

The steep descent into the town via both the Buxton and Derby Roads is a distinctive feature of the town as is the broadening of



the valley to the west in the vicinity of St Oswald's church and in the east beyond Park Road.

4.10

The Ashbourne Neighbourhood Plan covers the area of the Ashbourne Parish which has a population of around 8,000 people and provides facilities that service the surrounding parishes of Offcote & Underwood, Bradley, Osmaston, Yeldersley, Mappleton and Clifton; and villages such as Hulland Ward, Brailsford, Shirley, Snelston and Mayfield.

History and Heritage

4.11

Ashbourne has grown from a small Saxon village, which was first mentioned in the Domesday book. It was referred to as "Esseburn" which was its medieval name coming from the pre 7th century Old English "aesc" which means "Ash tree" and "Burna" which means brook. Markets have been held in the town since at least the early 1200s. (*ED Sec.2*)

4.12

Ashbourne is one of Derbyshire's finest market towns, combining a medieval street pattern and historic buildings with a wealth of high-quality shops. The cobbled market place, hidden alleys and yards are a delight to explore, and the wide and elegant Church Street is considered to be the finest street of Georgian buildings in Derbyshire.

4.13

In May 2008 a comprehensive Conservation Area Character Appraisal was approved by Derbyshire Dales District Council. It made an assessment of the character of Ashbourne in its setting, and made particular reference to the notable panoramic views which the town can claim. It stated:

"Ashbourne displays a unified and holistic character. The building development is tightly knitted into the framework of the town, generally along main arterial routes. Panoramic views spread out from the higher vantage points, across the rooftops and chimneys and gardens of the town to the valley and hills beyond" - It identifies those views shown on page 11.

4.14

DDDC's Conservation Area Character Appraisal made an in-depth assessment of the special qualities of the character and appearance of **Ashbourne Conservation Area**, both in terms of its buildings as well as the relationship of its spaces alongside those buildings. It assessed the archaeology; the origins and

development of the area; and the architectural and historic quality; as well as the setting and landscape of the area as referenced previously.

4.15

It also identified the negative and neutral factors which impact on the Conservation Area, and included a surface audit of existing modern and historic surfacing throughout the area. Coupled with this, the document made reference to planning policies and strategies that work to enhance and preserve the special character and appearance of the area. As part of the Appraisal, alterations to the Conservation's Area boundary were proposed and subsequently approved.

4.16

Within Ashbourne Conservation Area there are 710 buildings, of which 146 are listed entries (around 185 structures) and of these, 11 are Grade I or Grade II*. The listed buildings in Ashbourne range from high status town houses, to smaller vernacular buildings, from milestones to telephone boxes and even areas of paving. All are recognised for the contribution they make both individually and visually within the street-scene.



4.17

Ashbourne is well known for a number of things including Ashbourne Royal Shrovetide Football, Gingerbread and playing host to a number of historical figures including Dr. Samuel Johnson, James Boswell, Prince Charles, Edward Stuart (Bonnie Prince Charlie), Izaak Walton, Thomas Moore and George Eliot. Princess Victoria (later to be Queen Victoria) passed through the town in 1832 and took a 'comfort break' at the Green Man.

4.18

Today Ashbourne is a predominantly Georgian built town with a market every Thursday.

4.19

Managing change and regeneration in Ashbourne through planning for growth also needs to be balanced with the need to respect the identity of our historic market town. Ashbourne is a 'Georgian gem' but also contains many medieval and Tudor houses and buildings - St Oswald's Church, The Town Hall, and the original Queen Elizabeth Grammar school building are examples of what Ashbourne needs to protect, enhance and promote.

Tourism

A significant proportion of Ashbourne's retail economy comes from seasonal visitors. However, it also means that there is a material down turn out of season. The consultation revealed that there is the appetite to promote Ashbourne as an established market town with a rich heritage and excellent retail offering.

4.20

Visitor numbers are high because Ashbourne has a strong visual character. Any new development must recognise and respect that character and contribute to its quality. Development must not lose that essential character of a town within a setting of green hills and important strategic views particularly of the town's conservation areas and its listed buildings.

Section 5 - Neighbourhood Plan Policies

Policies for Ashbourne

5.1

The policies in the Ashbourne Neighbourhood Plan are based on evidence gathered from official statistics and existing publications. Key evidence is listed in the Schedule of Evidence.

In addition, local surveys, views, comments and ideas expressed by the local community have been taken into account. The consultation process and the responses received from the local community and key stakeholders are summarised in Section 3 with full detail of the process in Section 6 of the Evidence document. The key factor in a successful town is listening to those who know – i.e. The Community.

5.2

The policies in this Neighbourhood Plan seek to deliver the aspirations and needs of the local community within the framework set by the overarching legal requirements for Neighbourhood Plans.

The policies are structured as follows:

- Purpose.
- Rationale/evidence.
- Policy.
- Interpretation.

Growth Agenda

5.3

Ashbourne Town Council recognises that our town needs to expand and develop to meet the changing needs of local residents, existing businesses and service providers. The population is changing, with a significantly higher increase (25%) in the 16-25 age group than Derbyshire Dales as a whole and has different social, economic and environmental needs and aspirations to the wider region. The same applies to our local employers with Ashbourne having the highest number of industrial deals and floorspace take up across Derbyshire Dales between 2006 and 2014. Many of our local companies are experiencing strong economic growth across global, regional and local markets. They require new land and modern accommodation to expand and meet their full potential and this is one of the key drivers in the case put by D2N2 for the implementation of the Ashbourne by-pass.

5.4

The Ashbourne Housing Needs Assessment (AHNA) has identified that new housing is required to meet the changing needs of local people through demographic change as well as an increasing trend of in-migration. The main conclusions of the AHNA are:

- That Ashbourne housing need for the Neighbourhood Plan period 2017-2033 is broadly 883 dwellings.
- That existing housing planning supply in the proposed Ashbourne settlement framework boundary is 989 based on housing completions, detailed planning consents and outline planning consents.
- That projected housing supply exceeds demand by 166 and therefore it would appear that Ashbourne would meet or exceed the housing need identified in this report.
- The AHNA then goes on to look at more local housing need characteristics specifically the needs of the young and the elderly with recommendations about future housing mix and affordability issues.

5.5

At the same time local community service providers our schools, health providers and the emergency services need to adapt to meet the changing and increasing needs and demands arising from the 'growth agenda'. Economic and demographic change must go hand in hand with a sustainable community services expansion programme to ensure that real sustainable development can be achieved over the period of our Neighbourhood Plan (2017-2033).

5.6

Managing change and regeneration in Ashbourne through planning for growth also needs to be balanced with the need to respect the identity of our historic market town. Ashbourne is a 'Georgian gem' but also contains many medieval and Tudor houses and buildings including over 180 listed buildings. St Oswald's Church and the original Queen Elizabeth Grammar School are just two wonderful examples of what Ashbourne needs to protect, enhance and promote.

5.7

As an historic market town Ashbourne has grown over the years through trade and traffic from the meeting of important road links that culminate in the town centre. Originally medieval routes these roads now have to cope with severe traffic movement, particularly from heavy lorries, that have a major environmental and economic impact on the town centre. Traffic movement and transport initiatives to support the new growth agenda for Ashbourne are instrumental in ensuring that Ashbourne's essential identity, as a Market Town is not lost. Resolving Ashbourne's traffic problems is seen as the Number One issue by local residents through the series of public consultation programmes that were undertaken to prepare the Ashbourne Neighbourhood Plan.

5.8

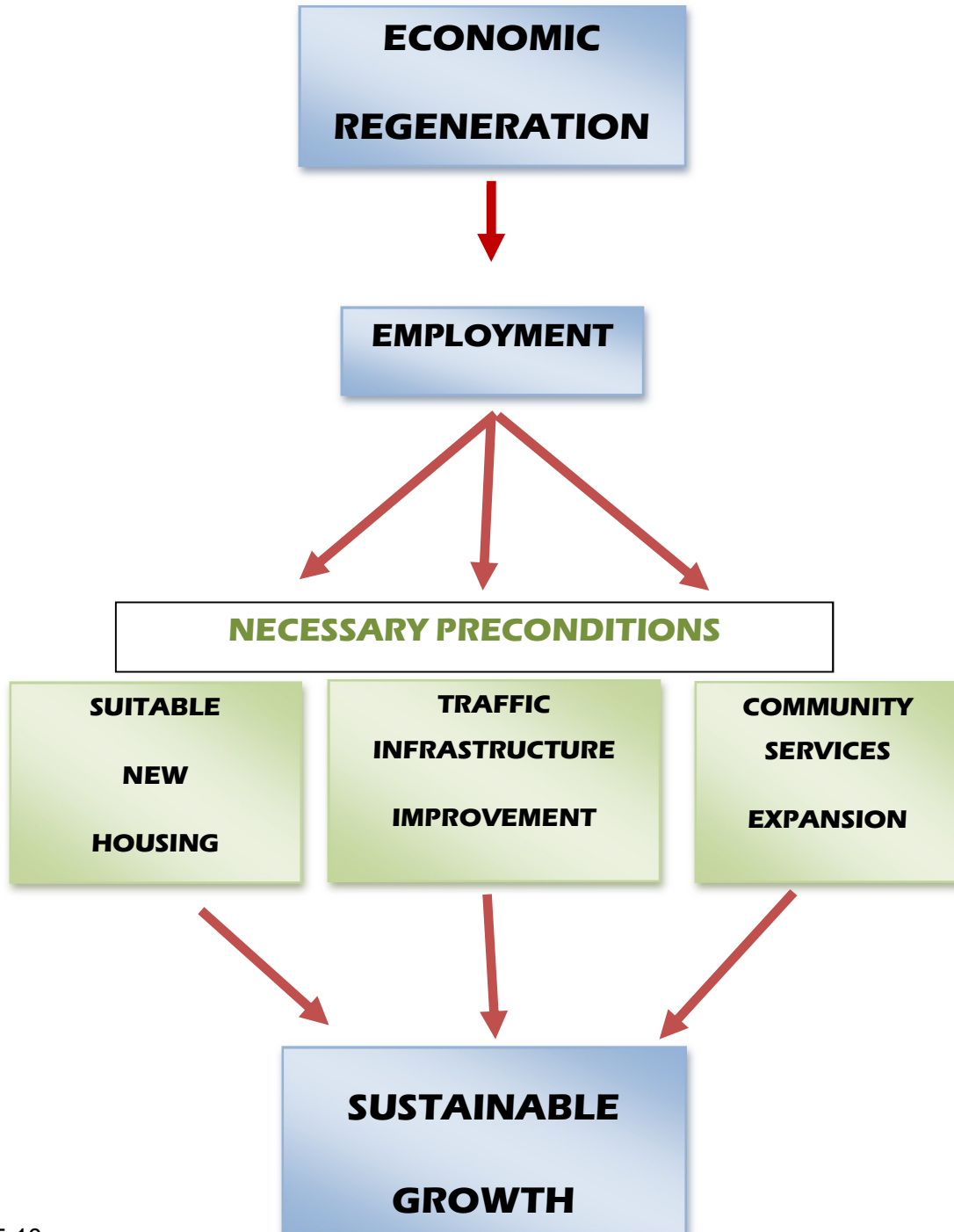
Ashbourne is included within the 'First Tier' of the settlement hierarchy, Market Towns' within the Local Plan. The Local Plan describes this First Tier as: Matlock, Ashbourne and Wirksworth.

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

Our Growth Strategy

5.9

Therefore, building on the strategic planning policies of the National Planning Policy Framework and the Derbyshire Dales District Local Plan we have adopted a coherent economic driven growth strategy, which is based on the following illustrative model.



5.10

Economic regeneration therefore drives the growth agenda for Ashbourne, without this the need for new housing will be significantly reduced. The impact of future economic regeneration, and new housing, has a major impact on traffic movement and congestion, which needs to be mitigated through new investment in highway infrastructure to make new economic growth sustainable.

Employment

Purpose

5.11

To promote local, economic development to enhance employment opportunities for Ashbourne's community.

Rationale

5.12

Ashbourne has the largest manufacturing sector in Derbyshire Dales located on the Ashbourne Airfield Estate. It is a key strategic employment site for both Ashbourne and Derbyshire Dales. It is currently home to 78 major UK and international companies employing over 2,500 people.

5.13

A consultation at QEGS, the local secondary school, demonstrated a preference from students to leave Ashbourne after completing their education in order to have better employment opportunities. Consultation on the industrial estate revealed difficulties in attracting local well-skilled employees when needed.

5.14

There is an opportunity to promote sustainable development by encouraging and enabling companies to locate in Ashbourne. In particular, it is desirable to attract business start-ups and high quality, well-paid jobs. Linked to this is the need to ensure that there are the training and education opportunities to help the community take advantage of these employment opportunities (this falls outside of the scope of this plan).

5.15

These opportunities identified are further supported in the evidence collated through the community engagement. During the Neighbourhood Plan's Phase three stage in May 2014 42% strongly agreed and 33% agreed that the plan should positively encourage high value commercial and industrial development to attract new work opportunities.

Policy EMP1 – Employment, Retention, and Diversification

The use and reuse of existing employment land to diversify Ashbourne's employment base, with a focus on high-tech manufacturing/business and complimentary uses, is encouraged.

Interpretation

5.16

This policy is intended to ensure that employment land is not lost, ensuring that the town retains a balance of uses, including employment sites for economic development and diversification.

Ashbourne Town Centre

Purpose

5.17

To protect and enhance the core retail, leisure, cultural, recreational, commercial and tourist offer of Ashbourne Town Centre.

Rationale

5.18

Ashbourne is a vibrant historic market town, which enjoys a buoyant, and diverse retail sector. Outlets range from antique shops, for which Ashbourne is renowned, clothing shops, and food retailers (including butchers and a fishmonger), beauty outlets / hairdressers, a variety of gift shops, convenience stores, restaurants, cafes and real-ale public houses. These include a mix of independent and national chain outlets.

5.19

The National Planning Policy Framework (NPPF) (paragraph 88) states that:

“Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.”

5.20

The Derbyshire Dales Local Plan 2013-2033 identifies that the largest settlements in the district are the Market Towns of Ashbourne, Matlock and Wirksworth. It goes on to state (para 4.63) that: ‘Maintaining the vitality and viability of Ashbourne town centre is essential for the overall sustainability of the town.

5.21

The Derbyshire Dales Retail Impacts Thresholds Study July 2016 describes the health of Ashbourne’s town centre as: - *“A healthy centre and acts as a focal point for the wider surrounding area and as such provides a range of national retail operators, which include a series of ‘attractors.’*

(Pg9, Derbyshire Dales Retail Impacts Thresholds Study, Derbyshire Dales District Council, July 2016)

5.22

The retail economy provides employment and training opportunities for local people and also safeguards Ashbourne’s role as a tourism “honey pot”. As a result, a significant proportion of Ashbourne’s retail economy comes from seasonal visitors. Visitor numbers are high because Ashbourne has a strong historic character. New development must recognise and complement that character and contribute to its quality. At the same time, there is a need to mitigate negative impacts, especially taking account of the high volume of traffic movements through the town, high parking charges.

5.23

The reliance on tourism also means that there is a downturn in trade off-season. The consultation revealed that there is an appetite to promote Ashbourne as an established market town with a rich heritage and excellent retail offer. This includes:

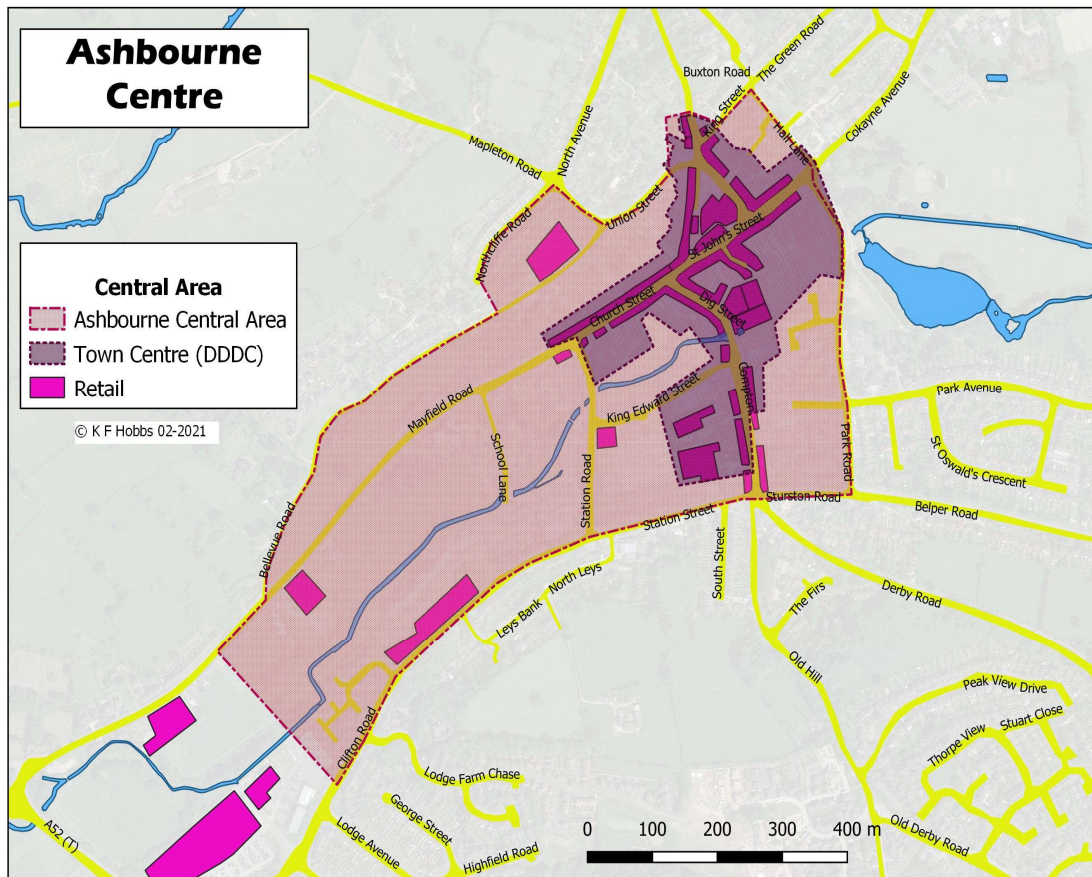
- To build on its Strengths as an historic market town with a unique Georgian heritage and superb range of independent quality shops within its beautiful setting;
- To optimise its Opportunities by promoting new, quality employment, improving the economy of the Town Centre, while resisting unsustainable edge and out of town developments;
- Addressing parking issues to maximise visitor and shopper “browsing” and encourage footfall – cheaper short stay parking. Overflow car park be developed into a 2 tier car park to negate winter flooding closure;
- Re-establishing its reputation as a market town and supporting independent retailers;
- Resolving the weaknesses which do not encourage visitor economy such as HGV traffic volumes and parking charges (parking changes are obviously outside of the scope of this plan);
- Avoiding the threat of unsustainable development further impacting on traffic overload and loss of green space;
- Ensure new generations have work opportunities and access to affordable housing;
- Protecting the historic environment, including the listed buildings and conservation areas, as part of what makes Ashbourne attractive as a market town.

5.24

During the Stage three-community engagement in May 2014 the results demonstrated that 51% strongly agreed that the market was an essential part of the town and a significant figure of 77% strongly agreed that “all development applications must include an analysis of cumulative impact on the town’s infrastructure and setting.” In addition to retail, it is recognised that recreational and cultural uses are important to creating a vibrant town centre.

5.25

During the periods of community consultation, a ‘Central Area’ was identified encompassing uses which benefit from a central location and which interact productively with the Town Centre itself. The indicative area is outlined on the map below alongside the related boundaries of the Town Centre (taken from the Local Plan). Ashbourne also has an historic “Conservation Area”, outlined on the map on page 35 that has its own restriction’s.



Policy ACA 1 - Ashbourne Central Area

Within the indicative Ashbourne Central Area (see adjacent map titled Policy ACA1: Ashbourne Central Area) the use and reuse of sites and buildings in ways that are complementary to and supportive of the vitality and viability of Ashbourne Town Centre and the historic character of the area is encouraged.

Interpretation

5.26

The policy allows for diversification of the town centre, recognising the importance of complementary uses, such as dining and cultural and recreational activities.

5.27

To be supportive of town centre functions retail premises should have active ground floor frontages, such as shop fronts or opening glass frontages. For mixed-use development, any residential element should be at upper levels and not the ground floor. Non-retail ground floor uses should be complementary to the retail and cultural functions of the town centre (café's restaurants, galleries, leisure facilities, walk-in community facilities and other complementary uses).

Housing

Purpose

5.28

To enable new housing development to meet the current and future needs of the local community.

Rationale

5.29

The Derbyshire Dales Local Plan identifies a need for a diverse range of housing sizes and types including specialised accommodation that addresses the needs of older people or vulnerable people in the community. Furthermore, the Derbyshire Dales Local Plan identifies in the 'Housing Mix and Type' policy a series of calculations and percentages for 1,2,3 and 4 plus bed developments over 10 units. This is to ensure the delivery of a range of mix and type of residential development and that it meets the housing needs of the community.

5.30

The NPPF states that planning for a mix of housing should be based on current and future demographic trends, market trends and the needs of different groups in the community.

5.31

Through the Ashbourne Housing Needs Assessment (AHNA) it was identified that the Neighbourhood Plan should plan positively for young people wishing to get on the housing ladder and older people wishing to downsize, where a current or future need was identified. Furthermore, the need for the provision of affordable homes in light of the predicted un-met need was made as a recommendation and that the dwelling types should be of 1 and 2 bedroom properties consisting of a mix of houses, flats and bungalows designed to meet the needs of the community. The [independent AHNA](#) was included in the Neighbourhood Plan Evidence Document Section 10, Page 215 - 264

The following policy is designed to ensure a good mix of housing, including smaller house types.

Policy HOU1 - Housing Mix

Development proposals for housing should meet identified local housing needs and provide, appropriately for the site, a mix of sizes and types of dwelling, including starter homes, smaller properties for people seeking to downsize and specialist accommodation for older people.

Interpretation

5.32

Planning applications should be accompanied by a statement of how the housing mix proposed meets the needs identified in the [Ashbourne Housing Needs Assessment](#) or other relevant evidence of local need. Whilst the policy does not include specific proportions for different house types, the policy does require a meaningful mix, based on local need, the site location and the efficient use of land.

Design

Purpose

To promote good sustainable design across all new development in Ashbourne, as required in both the National Planning Policy Framework and in the DDDC Local Plan.

Rationale

5.33

Good design will ensure that proposed developments are sustainable. The National Planning Policy Framework (NPPF) recognises that well-designed buildings and places improve the quality of people's lives and that it is a core planning principle to achieve good design. This includes considerations like pedestrian convenience and safety, movement, natural surveillance, quality of the public realm, townscape character and consideration of the natural environment and wildlife.

5.34

Neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics.

The historic market town of Ashbourne has a large conservation area and many listed buildings and heritage assets, it is also necessary to consider local character. Good design does not mean 'copying' the architecture of the past or imposing stylistic constraints. Indeed, the historic environment should be a catalyst for site-specific, creative design.

5.35

The Derbyshire Dales Local Plan (Policy PD1) provides a framework for securing high quality design in new development. It recognises the need to conserve and enhance the historic environment in the light of pressure for growth and change, and it promotes high quality and locally distinctive design, which responds to the character of local areas.

5.36

The Stage three-community engagement results (May 2014) demonstrated that 75% of those who participated strongly agreed that "It is essential that the environment and the character of the town needs to be protected". This policy seeks to ensure that it positively addresses this issue looking at design and the wider context to the area. Further, in order to promote sustainable development in Ashbourne, a new approach is required to incorporate new design standards in renewable energy and low carbon development. The policy also seeks to ensure that the existing dark skies outside of the town, and particularly the Peak Park fringe to the north, are protected and that new developments do not increase light spillage, preventing further deterioration of the night skies.

Policy DES1 - Design

Planning permission will be granted for new developments where they incorporate high quality and sustainable design and where they are able to satisfy the following criteria proportionately to the scale and nature of the development: -

- i) The design should be locally distinctive and locally inspired.
- ii) The design of buildings and landscape should achieve a net gain in biodiversity.
- iii) Proposals must respond to the existing character and history of the town, creating attractive streets and spaces, including consideration of:
 - height, scale, massing and set-back from the road;
 - active frontages (containing windows) to create natural surveillance;
 - reinforcing of existing pedestrian connections and allowing for ease of movement, including links to surrounding community facilities;
 - streets and parking that encourage low vehicle speeds and streets that are not dominated by vehicles.
- iv) Proposals should enhance local topography and landscape, including trees and hedges, ecology, and wildlife habitats.
- v) The layout of the development should take account of local views, to help make the new scheme easy to navigate.
- vi) Layouts should separate public and private spaces, avoiding placing rear gardens against street frontages.
- vii) Convenient, screened storage should be provided for bins and recycling as well as secure storage for cycles.
- viii) Designs should use high-quality, durable materials, to complement the historic palette of materials.
- ix) Unnecessary external lighting should be avoided in the interests of energy saving and dark skies.
- x) Proposals should incorporate appropriate Sustainable Drainage Systems (SuDS) including the use of permeable materials for hard surfaced areas.
- xi) Innovative or creative architectural or building design will be supported, especially where it incorporates green features to improve environmental performance.

Interpretation

5.37

The Design and Access Statement accompanying relevant planning applications must explain how the proposed development addresses the above, and how the design responds to the specific site and context.

5.38

Creative and innovative design solutions are particularly supported by this policy, including developments that incorporate high-levels of environmental performance.

5.39

Significant development proposals should be subject to independent design review, as stated in the NPPF.

Ashbourne Heritage

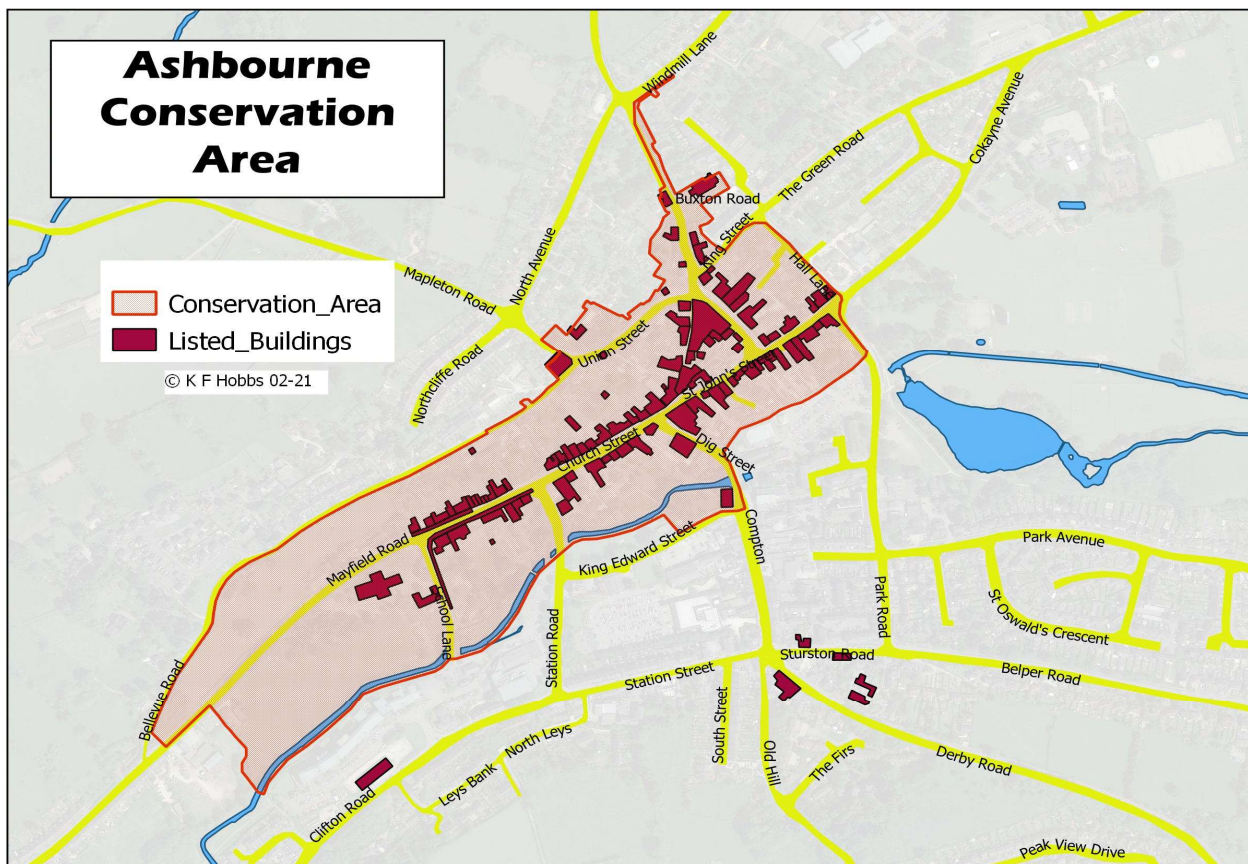
Purpose

To ensure that the significance of Ashbourne's extensive heritage assets is respected.

Rationale

5.40

As earlier noted, Ashbourne is one of Derbyshire's finest market towns, combining a medieval street pattern and historic buildings with a wealth of high-quality shops. The cobbled market place, hidden alleys and yards are a delight to explore, and the wide and elegant Church Street is considered to be the finest street of Georgian buildings in Derbyshire. DDDC's Conservation Area Character Appraisal (2008) made an in-depth assessment of the special qualities of the character and appearance of Ashbourne Conservation Area, both in terms of its buildings and the relationship of its spaces alongside those buildings. Within the Neighbourhood Area there are 183 Listed Buildings (5 of these outside of the Conservation Area) and of these, 11 are Grade I or Grade II*.



Policy AH 1 – Ashbourne Heritage

In the Ashbourne Conservation Area and other heritage-sensitive locations, including the settings of listed buildings, development proposals should use distinctive and site-specific design to complement the historical context, including as appropriate:

- i) Complementing the townscape characteristics of streets and squares, including the pattern of rear-of-the-pavement frontages;
- ii) Preserving or enhancing the bridging structure linking the Green Man with Victoria Square and its setting;
- iii) Preserving or enhancing town yards/'alleyways' and areas of historic paving.

Interpretation

5.41

Meeting this policy aims to ensure environmental and landscape design within and around new developments should reflect the existing character of the town and enhance or maintain the quality of the built environment.

5.42

Development proposals within the Conservation Area should show particular regard for Chapter 11 'Conservation Policies' of the DDCC document 'Ashbourne Conservation Area Appraisal' (2008). Impacts on the Conservation Area can arise from the development of land immediately adjacent to the boundary and also sites where the development would hinder views from within the Conservation Area.

5.43

The policy is not intended to require stylistic imitation, but to ensure that new development integrates with the established character and recognises key views.

Transport

Purpose

- 5.44 To ensure that new development is supported by sustainable transport infrastructure, including roads, public transport, cycling and walking.
- To ensure public safety on roads and pavements.

Rationale

5.45

Through the community engagement Ashbourne residents have identified congestion and the volume of heavy goods traffic in particular, as the most significant negative aspect of the town. Independent reports, Department of Transport and Derbyshire County Council traffic count point data show that Ashbourne Town Centre traffic volume is among the highest for any town in Derbyshire. More significantly the roads entering the town carry the greatest number of the heaviest class of 44-ton vehicles for any town in the county, and the number has increased by 55% in the last 5 years for the main transit route. This has a damaging effect on air-quality, safety and the historic character of the Town Centre. (Ref. UK Govt. Department for Transport Traffic Count Point data for Derbyshire 2012, 2016, 2017. <https://roadtraffic.dft.gov.uk/local-authorities/61>). A [Report of an Investigation into the traffic of Ashbourne](#) was included in the Neighbourhood Plan Evidence Document, which can be viewed in Section 8, Page 161-187.

5.46

There is a strongly expressed desire from the residents and from industrial concerns to have government funding allocated to resolve this problem by implementing major traffic management schemes and significant infrastructure development. The removal of heavy through-traffic and increased pedestrian-only schemes would make Ashbourne safer and a more attractive centre for residents, visitors, shoppers and cyclists.

5.47

Both the Derbyshire Dales District Council, in its Local Plan, and the Derbyshire County Council Highway Authority have recognised the problem and stated their support in principle for a by-pass to alleviate the impact of heavy traffic on the town centre, should funds become available. The prospect of funding has increased recently, with the government's stated policy of improving A-road infrastructure to alleviate congestion and support industry.

5.48

Nevertheless, even an early implementation of a by-pass would take a considerable number of years and so the Ashbourne Traffic Management Group was set up in January 2017. The group was launched to consider and investigate interim measures to alleviate the traffic problems and improve the street environment for the local and visiting population in terms of safety, clean air and preservation of historical heritage. The group is developing a range of tactics to promote sustainable transport, such as: -

- complementary incentives to reduce trip length

- provision and encouragement of use of public and non-motorised transport
- increased adoption of lower emitting vehicle technologies - to be evaluated for the most efficient and effective options, in terms of money and time.

5.49

It is essential that new development takes full account of traffic congestion and safety and that it positively addresses the need for more sustainable transport options. Critical junctions have been identified in the Neighbourhood Plan from Highway Authority reports and developer Transport Assessments, where there is a particular concern over traffic volumes, capacity and safety. These include: -

- Junction of Church Street and Station Road
- Junction of Church Street and Dig Street (A515)
- Junction of St John Street and Buxton Road (A515)
- Junction of St John Street and Park Road
- Junction of Park Road and Sturston Road
- Junction of Sturston Road and Compton Street (A515)
- Junction of Old Hill, Old Derby Road and Wyaston Road
- Junction of Old Derby Road and Springfield Avenue
- Junction of Derby Road and Springfield Avenue
- Junction of Blenheim Road and Derby Road
- Junction of Old Derby Road and Derby Road
- Junction of Derby Road and A52

The traffic saturation figures for these junctions are recorded in the Evidence Document. (ED Sec.8)

5.50

There is overwhelming evidence that petrol and diesel-powered vehicles cause pollution, which contributes to climate change, poor air quality and is dangerous to public health. For these reasons policy makers, vehicle manufacturers and other transport innovators are working to build interest in and around the use of alternative fuels, for example electricity, bio-methane and hydrogen. (ED Sec 7)

Policy TRA1 - Transport

In order to assist the shift to more sustainable forms of transport, development proposals should, proportionately to the scale and nature of the scheme, ensure:

- i) convenient links to public transport services, to help reduce car dependency;
- ii) priority for pedestrians and cyclists in the design and layout of development, including for people of all levels of mobility;
- iii) provision of secure, covered and screened storage for cycles;
- iv) provision of electric vehicle charging infrastructure.

Interpretation

5.51

As many transport users will make the transition to Ultra-Low Emissions Vehicles (ULEVs) over the next few years it is appropriate to consider the need for suitable charging infrastructure that is 'fit for purpose', represents good value for money, and responds directly to the increasing expectation and demand for a network of public access infrastructure.

Community Facilities

Purpose

5.52

To ensure that growth is supported by a balanced range of local community facilities, in the interests of creating a sustainable settlement.

Rationale

5.53

Ashbourne is served by two G.P. surgeries, four dental practices and a non- A & E hospital which also offers an out of hours doctor consultation service at weekends and bank holidays. Police, Ambulance and Fire Services are visible within the community with allocated sites within the town; however, their capacity is constantly under review.

5.54

Derbyshire County Council and the Ashbourne Neighbourhood Plan Group has already ensured, through effective partnership working, that the need of the town's three primary schools for additional classroom and play space to meet the town's growth strategy objectives is being implemented.

5.55

The NPPF (paragraph 92) says: "To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments."

5.56

The DDDC Local Plan 2013 – 2033 Policy HC15 says: - "The District Council will seek to maintain and improve the provision of local community facilities and services. 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."

The following policy seeks to enable new community facilities.

Policy COM1 - Community Facilities

Particularly where they help to serve the needs of the expanding community, development proposals for new, improved, repurposed and diversified community facilities will be supported in principle provided they are well located in relation to the community they serve and their impact on their immediate surroundings is assessed and addressed.

Interpretation

5.57

Consideration of impacts of proposed new community facilities on residential properties includes consideration of noise, disturbance, traffic movement, visual impacts, dust, vibrations and other impacts.

5.58

Development involving existing community facilities should maintain or enhance their community value. The impact of new housing and employment development on the capacity of local community facilities should be considered and, where there are deficiencies, development proposals should address these.

Public Open Space

Purpose: -

The protection of Ashbourne's valuable local green spaces is an essential requirement of the Neighbourhood Plan while also safeguarding the town's special townscape.

Rationale

5.59

“Green spaces are a great benefit to our environment because they:

- *filter pollutants and dust from the air*
- *provide shade and lower temperatures in urban areas*
- *reduce erosion of soil into our waterways*

One tree can remove 26 pounds (11 kg) of carbon dioxide from the atmosphere annually, equalling 40 miles of car emissions.

(Evidence Doc <http://projectevergreen.org/resources/environmental-benefits-of-green-space>).

5.60

The planned increases in land allocation for industrial growth and associated housing in Ashbourne and beyond means an increased movement of goods and people as they journey through the area. The general mode of transportation comprising a mix of cars, vans, buses, motorcycles, LGVs and HGVs, and the subsequent increased volume of traffic, will increase the impact on the environment, resulting in increasing levels of air pollution. The need to filter pollutants and dust from the air is a massive reason to maintain and increase our green spaces.

5.61

Improved traffic management and innovative technologies will help to address these challenges in the short, medium and longer-term as more technology-driven solutions are introduced and become mainstream, such as ultra-low carbon vehicles combined with the implementation of non-technological solutions such as cycle lanes.

5.62

During the community engagement it was acknowledged that the community advocated the protection and promotion of green spaces including parks in the area. To evidence this statement a number of important green spaces were identified for protection during consultation events and stakeholder meetings. In total 5 spaces were identified which included a variety of parks, open amenity spaces and play areas. These are marked on a plan on page 45 and listed below:

- (1) The Memorial Park – of historical importance and meeting place for events such as ‘Picnic in the Park’ - and the pond area should be developed into a “nature reserve” with footpaths along the river through the town,
- (2) The Recreation Ground – football, rugby and cricket pitches for the town, and site of the ‘Highland Games’.

- (3) The Queen Elizabeth School Playing Fields – invaluable asset for the school in maintaining its successful sporting record and enabling a broad and varied education.
- (4) The St Oswald’s Meadows – peaceful areas behind the hospital and hillside above, with vistas of the parish church and hills to the south.
- (5) The Waterside Meadows – site of the ‘Heritage Walk’ (under construction) which is expected to provide an attractive and stable footpath and cycle way from the town centre to the proposed new football ground, to the services at Waterside Park, to the ‘Hug’ monument, and beyond.

5.63

These assets make Ashbourne a desirable place to live and contribute not only to the character of the area within Derbyshire Dales but also the health and wellbeing of the community providing a variety of spaces for sports and leisure uses

5.64

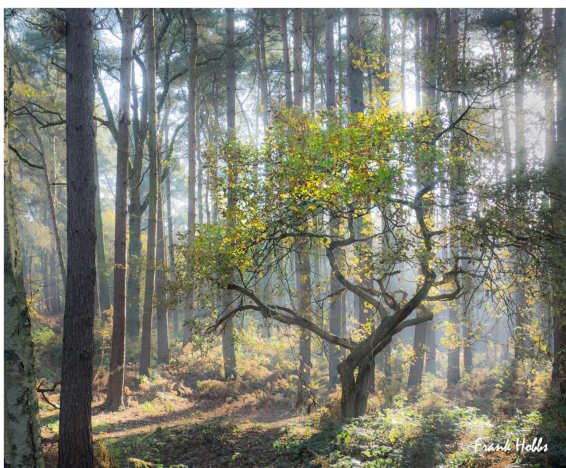
These areas are therefore designated as Public Open Spaces which contribute to the network of spaces in Ashbourne, in accordance with the Spatial Vision in the Local Plan which states that: “New development, particularly in Ashbourne, Matlock, and Wirksworth, will seek to satisfy the identified social and economic needs of local residents which, in turn, will be supported by the protection and enhancement of areas of open and green space within and around them. Opportunities for the provision of new and improved recreation opportunities will be brought forward.” (page 23, Derbyshire Dales Local Plan 2013-2033).

5.65

These Public Open Spaces collectively provide a variety of social, economic and environmental benefits, contributing to the sustainable development of Ashbourne, offering a range of spaces that promote well-being and are community assets within the area.

5.66

The Neighbourhood Area also includes part of Bradley Wood, bordering the Airfield site, which was bequeathed to the people of Ashbourne and which is designated a Local Wildlife Site on the Derbyshire Wildlife Sites Register



**Bradley
Wood**

“Given in perpetuity to the Townspeople of Ashbourne for their enjoyment” by Henry Fitzherbert Wright 27/10/1935

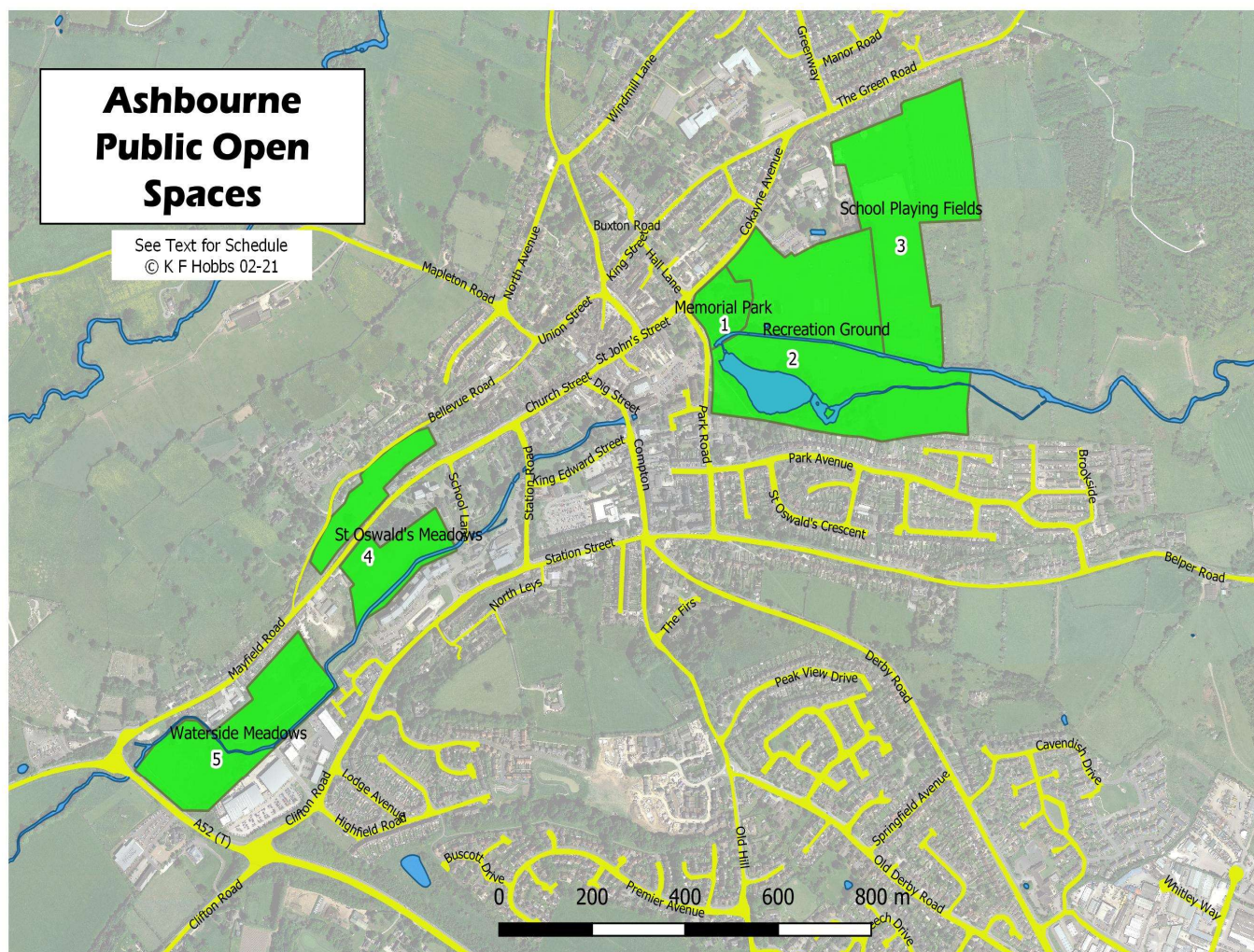
Policy COM2 – Public Open Space

The Public Open Spaces, identified on the map below, will be protected for their value as green spaces and places of recreation. Development will only be supported when it relates to and complements the current use of the site and does not have an adverse impact upon the quality of the open space or its recreational value.

Interpretation

5.67

This policy aims to protect and enhance the identified Public Open Spaces ensuring that any new development relates to and does not compromise the open quality of the spaces.



Annex A: Community Action

This section does not form part of the statutory neighbourhood plan and therefore it is not subject to independent examination and referendum. It includes proposed actions that fall outside of the scope of planning policy

Rationale - A key and strong demand from the Regulation 14 consultation was that the Neighbourhood Plan should be 'action focused' providing the community with the confidence that sustainable regeneration in Ashbourne can be achieved. Therefore, this important Annex of the plan outlines some of the key financial and organisational actions that need to be progressed in conjunction with the planning policies to fully deliver sustainable regeneration in Ashbourne. This will include supporting various options for affordable local housing including community led housing, self-build development and serviced plots provided through planning applications.

6.1

This section does not form part of the **statutory neighbourhood plan** and is, therefore, not subject to independent examination and referendum. It does however include proposed actions that are very important for the future sustainable development of Ashbourne which nevertheless fall outside of the scope of planning policy. In particular it identifies the need for a coherent Community Infrastructure Plan which is required to support the future growth of Ashbourne and which will be implemented through a range of development agreements on planning applications. The Community Infrastructure Plan would be a non-statutory document and sit outside the Local Plan and Neighbourhood Plan process

Employment

6.2

It is critical that with the significant anticipated population growth Ashbourne does not become a dormitory settlement with employment and consumer spend benefitting other areas. The Town Council therefore will encourage the growth of local employment opportunities and support the diversification and growth of local businesses by:

- Enabling a new access to, and link road through the Ashbourne Airfield Industrial Estate to help realise the full economic potential of the site;
- Supporting the provision and retention of employment areas within the Town Centre and the two key employment areas of the Ashbourne Industrial Park and the Henmore Business centre;
- Encouraging the redevelopment, intensification and more efficient use of existing sites where they are either not fully utilised or unsuited to modern employment requirements;
- Encouraging the growth of sustainable tourism and visitor-based service sector jobs within the local tourism industry by working with 'Marketing Derbyshire';

- Encouraging the provision of a Training and Small Business Enterprise Centre on the Ashbourne Airfield offering a variety of skill-based qualifications to school aged young people;
- Encouraging a greater presence of high value, knowledge-based and creative businesses to support economic growth in Ashbourne;
- Encouraging small-scale and start-up businesses, including through the provision of innovation centres and managed workspace and small, modern industrial units;
- Encouraging office development within Ashbourne in accordance with identified need but not at the expense of core retail uses and related employment;
- Focussing new retail and leisure development within the Town Centre to support its vitality and viability;
- Improving workforce skills by supporting and encouraging Employers to offer on-the job training and qualifications through the partnership with the new training facility;
- Encouraging the expansion of electronic communication networks including telecommunications and a superfast broadband infrastructure.

6.3

Ashbourne Town Council has recently agreed (December 2020) to prepare a non-statutory Strategic Plan for Ashbourne in conjunction with the Ashbourne Town Team to provide a corporate Vision and Action Plan for Ashbourne over the next 20 years. This will combine the Ashbourne Neighbourhood Plan with the Town Team's Action Plan and incorporate a range of community and private sector regeneration initiatives which will in effect be part of the implementation programme of the Ashbourne Neighbourhood Plan.

Traffic Management

6.4

The impact of traffic congestion was the number one issue raised during public consultation related to the Neighbourhood Plan. Ashbourne Town Council is committed to working with the Highways Authority in order to address this.

6.5

A Traffic Management Plan will form part of the Strategic Plan for Ashbourne focussing on the improvement of the key 'critical junctions' identified in this Neighbourhood Plan. This will support the Neighbourhood Plan's Growth Strategy. The Ashbourne Traffic Management Plan will form part of the Ashbourne Community Infrastructure Plan focussing on the improvement of the key 'critical junctions' identified in this Neighbourhood Plan. It will also identify a variety of town centre traffic management/environmental improvement schemes to promote positive 'place making' in Ashbourne.

Ashbourne By-pass

6.6

A consultation exercise by Derbyshire County Council (DCC) may result in a recommendation to DCC's Cabinet in 2021 on the selection of a 'preferred route' for the By-pass. A preferred route will be further

developed so that it can be submitted for planning approval and for any available grant funding. The Town Council supports DCC's early action to relieve the town centre from excessive traffic movement particularly from HGVs and to support and enable the Neighbourhood Plan's Growth Strategy, which is focused on employment and economic growth. It would improve the local environment and safety across the town.

6.7

The Town Council will work with the Highways Authority, Derbyshire Dales District Council, landowners, developers, and the local community as and when a preferred route is defined, and will assist as needed in investigating public and private funding opportunities with the Enterprise Partnership, D2N2.

Ashbourne Cycle Hub

6.8

The opportunity exists to create National Cycling Centre in the centre of Ashbourne which will be the hub for a network of cycle and walking paths across the town as well as reaching out as far as the Tissington and High Peak trails, Alton Towers in the west and Carsington in the east.

6.9

The Hub building could be located on the disused Social Services building alongside the Henmore Brook in King Edward Street, comprising a cycle shop and hire centre.

6.10

New dedicated and safe cycle paths will link the Hub with the Tissington tunnel bringing the Tissington trail into the centre of town. It will also connect with the recently constructed multi-use path from Waterside with the aim of reusing the old railway route to Denstone to connect with the existing cycling path that goes through to Oakamoor. Looking east, a route has been identified that connects Fishpond meadow, Bradley Wood, Atlow Tops and Carsington Reservoir. At Carsington Reservoir an existing cycle route around the Reservoir takes you to Hopton and connects with the High Peak trail at Middleton Top.



6.11

This imaginative and important project has several objectives:

- Make Ashbourne the centre of a regional network of cycle paths connecting the southern Peaks with Staffordshire Moorlands
- Celebrate cycling as a healthy and safe form of sustainable transport

- Maximise tourism potential in Ashbourne that will support our local shops with increasing numbers of visitors and give an economic uplift for Ashbourne's tourist accommodation and restaurants/cafes

- Strengthen the importance of the Henmore corridor through the centre of Ashbourne, the traditional route of Royal Shrovetide, which is a key objective of the Ashbourne Neighbourhood Plan and of the adopted District Local Plan.

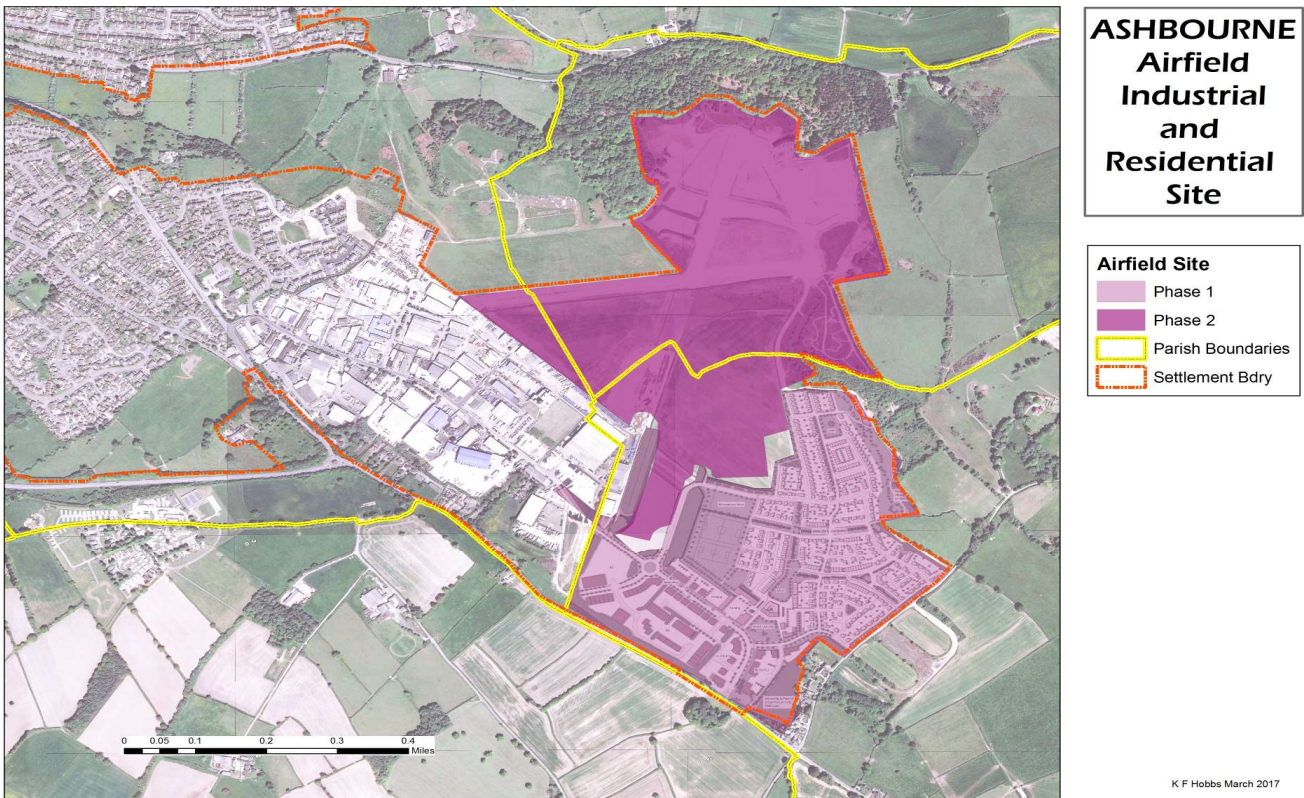
Airfield Site Masterplan

6.12

The Town Council supports the requirement in the Derbyshire Dales Local Plan 2013-2033 for a masterplan to set out how the Airfield site will be developed on a comprehensive basis. This includes land within and outside of the designated Neighbourhood Plan area. Addressing the site as a whole provides the opportunity and scope to inform and shape a sustainable, diverse and appropriate mix of uses including employment and residential. We are keen to ensure that this opportunity, enables a higher wage economy and research-based industries and to invest in the future of Ashbourne and Derbyshire Dales and provides a suitable variety of new homes to meet the needs of the current and future community.

6.13

The Town Council strongly supports the development of a masterplan for the entire site to provide clarity and confidence in the sustainable and diverse development of the area to meet the needs of the community. The masterplan will be used as a positive tool to encourage and inform future development on the land ensuring a joined-up approach to a significant development opportunity.



Training

6.14

There is a need to ensure that there are the training and education opportunities to feed into new employment opportunities. To rectify the present loss of young people through perceived lack of Ashbourne based opportunities. Ashbourne aspires to establish a skills training and re-training hub to enhance the skill base, which will feed into the increased local employment opportunities arising from the planned commercial developments and thus retain young people in the town.

Tourism

6.15

To promote and support the historic market town in delivering and growing the tourism offer of the town and surrounding area supporting local businesses, employment, diversification and safeguarding the future of a significant tourism destination in Derbyshire Dales.

Implementation

6.16

The Neighbourhood Plan will be implemented through the determination of planning applications for new developments by the District Council and the obligations that attach to these but also through the development and implementation of specific projects through investment by the relevant statutory agency and key community providers using other state and private finance. The importance of the Implementation chapter of the Neighbourhood Plan in Ashbourne is emphasised by the scale of community investment required to ensure that the significant proposed future growth of new housing and employment floor space is sustainable. Without that investment in community projects being adequately planned and implemented, particularly with regard to investment in affordable housing, education, health and transport projects, there is the possibility that the core sustainable development principles of both the Derbyshire Dales District Council Local Plan 2013 – 2033 and the NPPF will be undermined. Moreover, there may be need for further significant investment in health and sport/community provision in Ashbourne as the need for such facilities increases through additional demand from new residents moving into Ashbourne through planned housing development allocated in the DDDC Local Plan.

6.17

The importance of a strong and pragmatic Implementation chapter was supported and emphasised through comments received during the Regulation 14 consultation in November and December 2017. The need for a more 'action orientated' Neighbourhood Plan with a clear strategy and development programme for the provision of key community infrastructure projects was a strong message from the Ashbourne community.

Local Monitoring of planning applications and S106 Agreements

6.18

Ashbourne Town Council is consulted on all relevant planning applications and will continue to monitor the implementation of the Neighbourhood Plan through this activity. In addition, it will also monitor the implementation of planning conditions and other development agreements, such as Section 106 agreements, to ensure that sustainable development is implemented as agreed.

6.19

An Ashbourne Community Infrastructure Plan which details, as far as practicable, where investment through S106 and other grant and planning agreements is being invested in Affordable Housing, Transport and Traffic Management scheme, Health, Open Space and Sports and Leisure Provision will be a key action in support the Neighbourhood Plan.

6.20

Further work with Derbyshire Dales District Council, Derbyshire County Council, the Derby and Derbyshire Clinical Commissioning Group, Queen Elizabeth Grammar School, local developers and local community organisations is required to produce the Ashbourne Community Infrastructure Plan.

6.21

The Ashbourne community accept that the Neighbourhood Plan is just the first step in shaping the future of our town. The second step will be to become proactively involved in the implementation of key projects. How this will be achieved will be the subject of community consultation involving the Town Council, Derbyshire Dales District Council, Derbyshire County Council, D2N2 and private sector organisations.

6.22

Initial key projects that Town Council and the community should be focussed on include:-

- The Ashbourne by-pass.
- Traffic management schemes to support retail growth in the Town Centre.
- Community and sports provision on Ashbourne Recreation Ground.
- The development of Cycling Hub linked to an Ashbourne cycle network.
- The proposed new Training and Enterprise centre on the Airfield development site.
- Continued monitoring of Health and Education provision to ensure that it is meeting need.
- Supportive residential care.
- Affordable housing to meet local need.

Glossary of Terms

Governmental policy, and in particular planning policy, has a reputation for being difficult to navigate, and difficult to understand. This plan has been written with the intention that anyone can pick it up and read and understand the content, regardless of their background and knowledge of planning legislation. When the Neighbourhood Plan came together it was written by people with various levels of planning experience, ranging from a chartered town planner to people who had absolutely no knowledge of planning. However the whole Ashbourne Neighbourhood Plan Group team have a passion to make Ashbourne a better place and a thriving enterprising town without losing its character or dignity.

To assist people in understanding the document we have provided a glossary for the reader to use as a reference point.

Ashbourne Neighbourhood Plan Steering Group

A voluntary group of local people working solely for the purpose of creating a Neighbourhood Plan for Ashbourne in support of Ashbourne Town Council

Building for Life

Is a government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.

It was redesigned in 2012 to reflect the National Planning Policy Framework's commitment not only to build more homes, but better homes, such as can be achieved when local communities participate in the place-making process and help identify how development can be shaped to accommodate both new and existing communities.

Conservation Area

An area designated for its special architectural and historic interest.

Consultation Statement

A document detailing the methods and results of public consultation, used for the purpose of gathering evidence to formulate the Neighbourhood Plan.

Department for Transport (DFT)

A ministerial department supporting the transport network that helps the UK's businesses and gets people and goods travelling around the country. They plan and invest in transport infrastructure to keep the UK on the move. DFT is responsible for the primary networks. All other roads are the responsibility of local government and the LEP, which in our case is D2N2.

Designated area

The physical boundary of the Neighbourhood Plan.

D2N2

The D2N2 is the Local Enterprise Partnership (LEP) for Derby, Derbyshire, Nottingham and Nottinghamshire. Their vision is for a more prosperous, better connected, and increasingly resilient and competitive economy. The partnership involves representatives of the County and City councils and from industry and commerce. It has a statutory role defined by central government with delegated powers and funding in areas which affect planning decisions such as highways.

Listed Building

Listed building is an old building and its surroundings (curtilage) considered of significant historic value. They are graded depending on their age and significance, with Grade 1 being the most significant:

- Grade I buildings are of exceptional interest, sometimes considered to be internationally important; only 2.5% of listed buildings are Grade I
- Grade II* buildings are particularly important buildings of more than special interest; 5.5% of listed buildings are Grade II*
- Grade II buildings are nationally important and of special interest; 92% of all listed buildings are in this class and it is the most likely grade of listing for a home owner.

Localism Act

The Localism Act 2011 gave more devolved powers to organisations at a local level to make key decisions on the local area.

Local Plan

A District Council plan which sets planning policies in a local authority area

National Planning Policy Framework (NPPF)

Legislation which sets out the government's planning policies for England.

Neighbourhood Plan

A neighbourhood development plan establishes general planning policies for the development and use of land in a neighbourhood. Neighbourhood plans allow local people to get the right type of development for their community, but the plans must still meet the needs of the wider area. It was introduced through the Localism Act

Objectively Assessed Need (OAN)

The National Planning Policy Framework requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans translate those needs into land provision targets.

Passivhaus

Passivhaus buildings provide a high level of occupant comfort while using very little energy for heating and cooling. They are built with meticulous attention to detail and rigorous design and construction according to principles developed by the Passivhaus Institute in Germany, and can be certified through an exacting quality assurance process.

Reserved Matters

A reserved matters application deals with some or all of the outstanding details of the outline application proposal, including:- Appearance, Means of Access, Landscaping, Layout and Scale

Residential Development

For the purpose of this plan, residential development is the term used for 5 units or more

Section 106

A **Section 106** is a legal agreement between an applicant seeking planning permission and the local planning authority, which is used to mitigate the impact of your new home on the local community and infrastructure.

Section 278

S278 agreements are between the County Council and the developer which describes proposed modifications of the existing highway network to facilitate or service a proposed development.

Statutory

Permitted by statute

Sustainable

Ensuring that better lives for ourselves do not mean worse lives for future generations.

SWOT analysis

An analysis of Strengths, Weaknesses, Opportunities and Threats in order to identify areas for development within the designated area.

Traffic Count Data

Street level data collected on every junction within the UK conditions on the developer which make a development proposal acceptable in planning terms, that would not otherwise be acceptable.

LIST OF EVIDENCE AND RESEARCH RESOURCES

1. *National Planning Policy Framework 2012*
2. *The Derbyshire Dales Local Plan 2013-2033 adopted December 2017.*
3. *The Derbyshire Dales District Council Strategic Housing and Employment Land Availability Assessment (SHELAA) April 2016*
4. *Seven Principles of Good Design, Commission for Architecture and the Built Environment*
5. *Building for Life 12 – the sign of a good place to live, Building For Life Partnership 2012.*
6. *Derbyshire Dales Infrastructure Delivery Plan*
7. *The Ashbourne Conservation Area Character Appraisal of 2008 (Derbyshire Dales District Council)*
8. *Derbyshire Dales Economic Plan for higher-value jobs, 2014-2019, Published in October 2014*
9. *Derbyshire Dales Retail Impacts Thresholds Study, Derbyshire Dales District Council, July 2016*
10. *Ashbourne Housing Needs Assessment, AECOM, June 2016*
11. *Transport Evidence Base, Derbyshire Dales Local Plan, Derbyshire County Council and Derbyshire Dales District Council, June 2016*
12. *Ashbourne Neighbourhood Plan Evidence Document – 2012 – 2017 (attached)*
13. *Ashbourne Neighbourhood Plan Consultation Statement (attached)*